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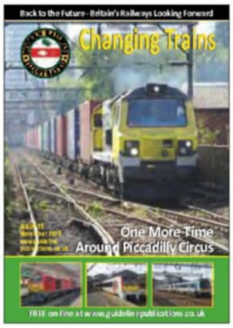
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GCR Class 8K

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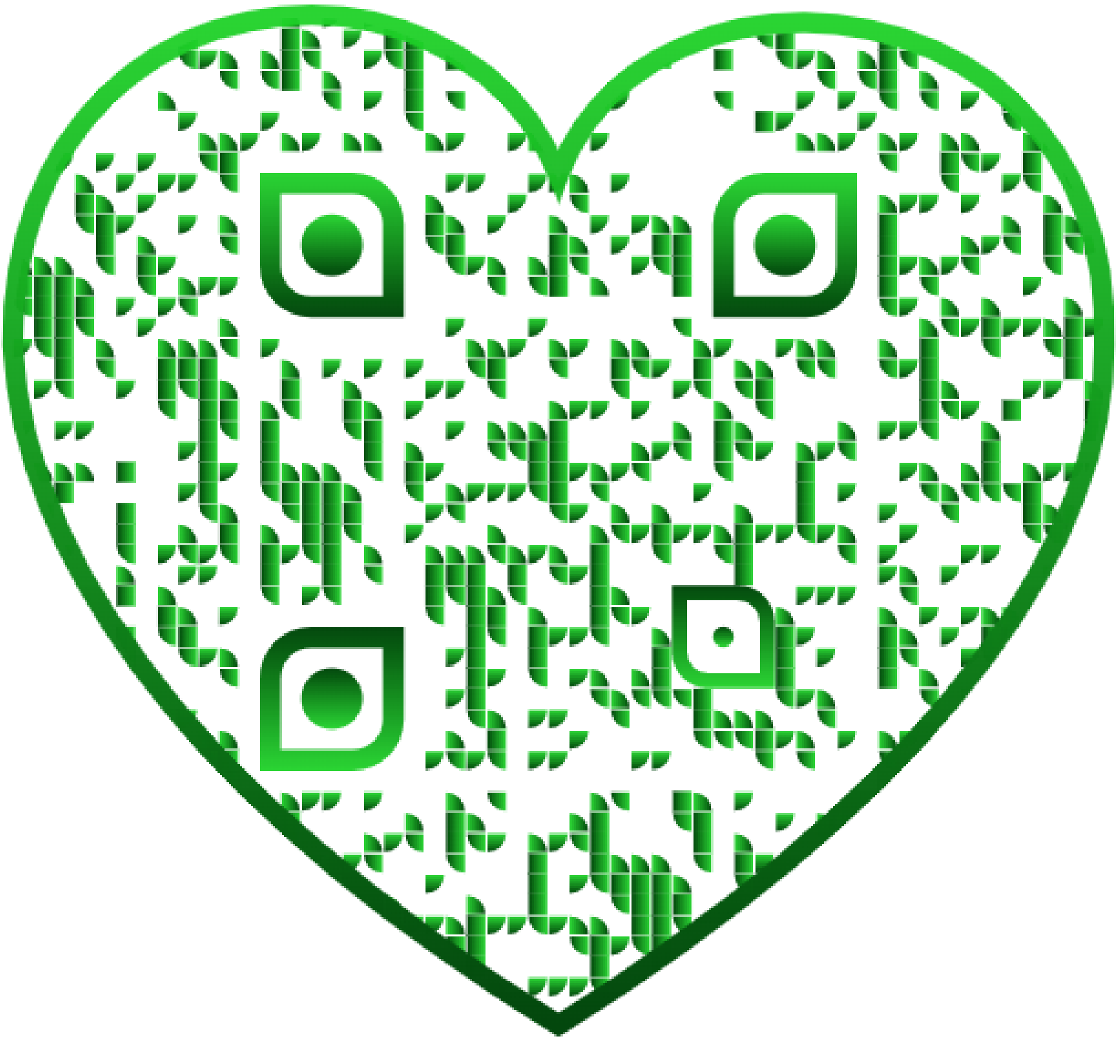

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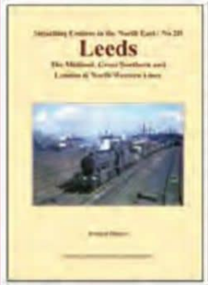

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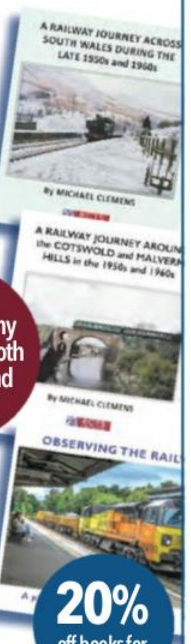

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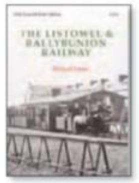

The railway between Listowel & Ballybunion in County Kerry, Ireland opened in 1888. Uniquely it was a monorail built by the French Lartigue Construction Company. Until World War I, the railway remained financially viable thanks to local and tourist traffic. However, the war and subsequent turbulence severely affected its finances. When Ireland's Free State government considered grouping railways into the Great Southern Railway, the Listowel & Ballybunion line was not included. By 1924, the line had ceased operation, and its last train had run. But despite being unique, it had survived for 40 years. A very interesting history. 112 pages, 100 B&W illustrations. Paperback.

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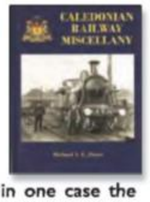

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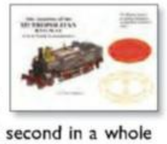

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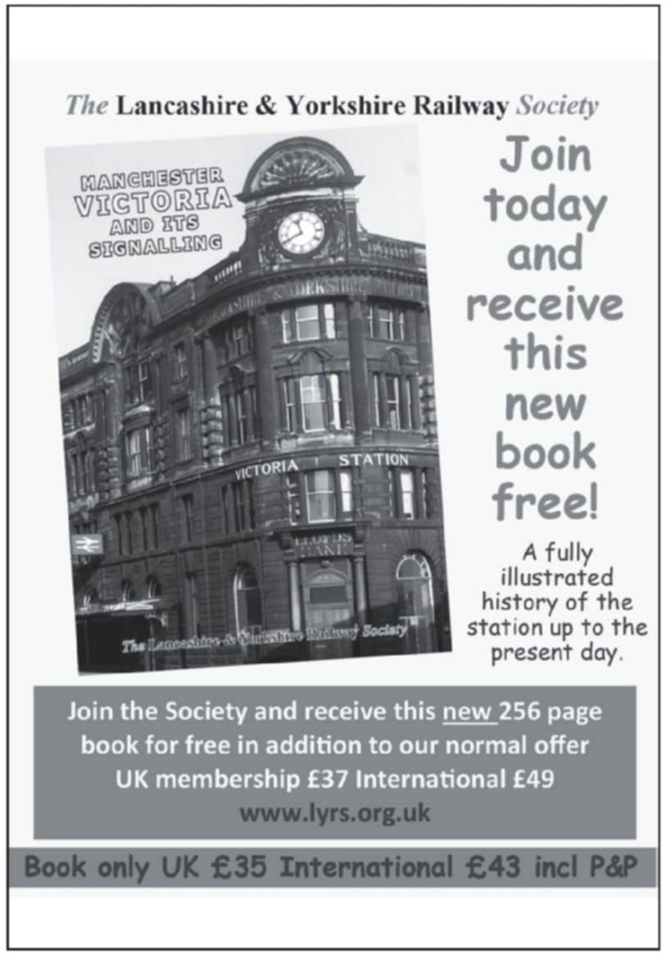

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Cover. 5206 is ready to depart from Pontypool Road yard on Monday 12th April 1965. The GWR 5205 class 2-8-0T, specifically designed for hauling coal trains from the collieries in the South Wales valleys to the ports, was a Collett development of the Churchward-designed 4200 class. 5206 was built at Swindon in 1923 and withdrawn, from Pontypool Road shed, the month after this photograph was taken. The imposing building is the County Hospital, Griffithstown, which was originally built as a workhouse. From the book *The Western Way: Western Steam in the Sixties. Terence Dorrity*.
Published by Irwell Press.

THIS MONTH'S FEATURES

Late Days at Whitrope 54
By Nick Deacon

The Highland Railway 'Skye Bogie' 4-4-0s 62
By David Anderson

Valete Shildon 68
By Chris Mills

The Robinson GCR Class 8K: a pictorial survey 72
By Bruce Laws

A Day on the Trent Valley Line at Newbold – June 1962 78
By Andy Flowers

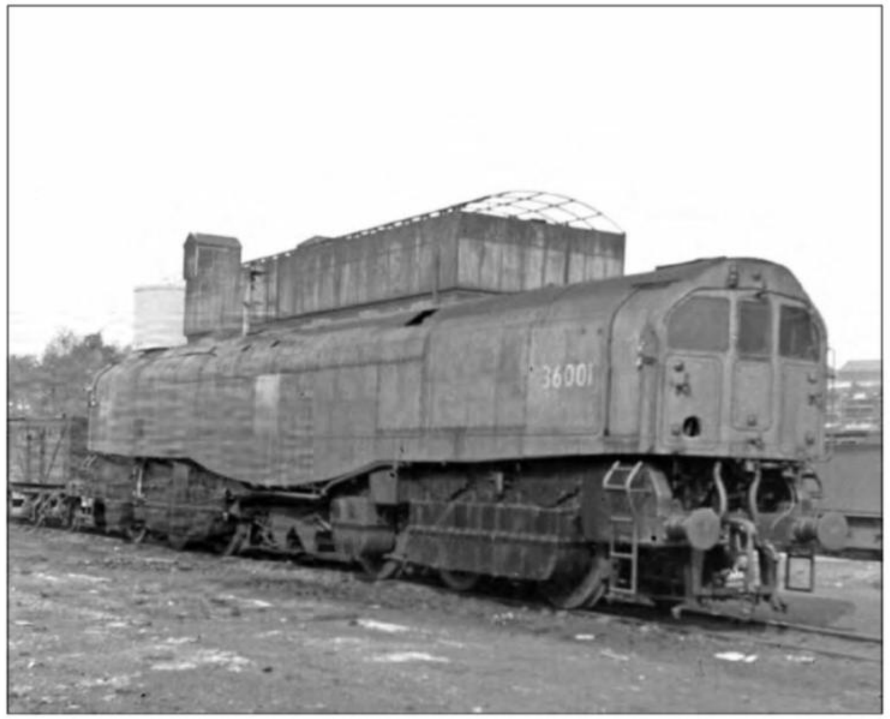
Days out with Kenneth Gray
Part 4. To London, 6th – 7th October 1961 82
By Nick Deacon

Cambrian Railways Sharp Stewart 4-4-0 88
By Bruce Laws

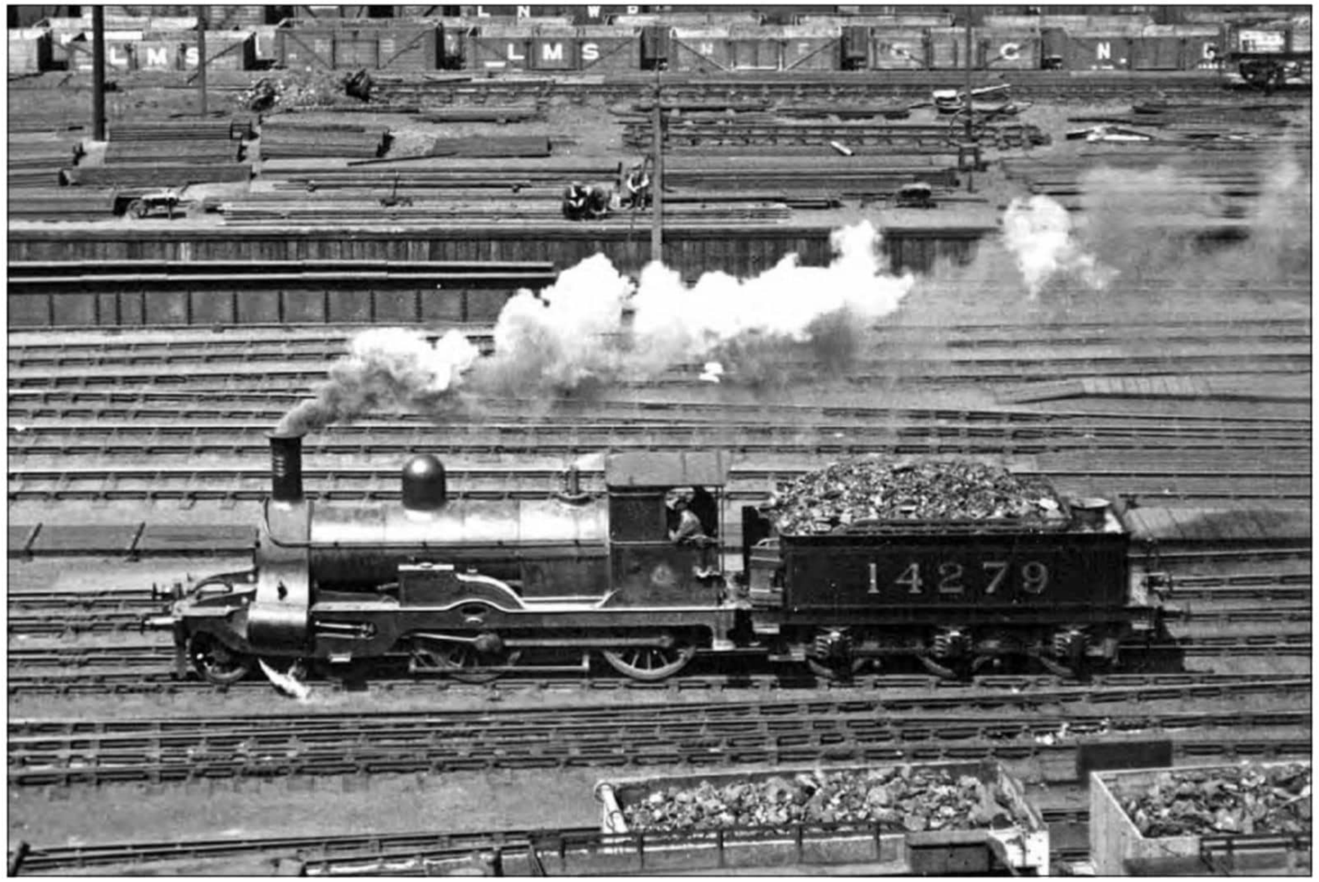
Britain by Bradshaw
Manchester to Holyhead 90
By Stephen Roberts

The Rise and Fall of Dumbleton Hall 96
By Peter Kerslake

Mersey Railway No.6 100
By Nick Deacon



Above. Bulleid's Leader was a class of experimental 0-6-0+0-6-0T intended to extend the viability of steam traction by eliminating many of the operational drawbacks associated with existing steam locomotives. Design work began in 1946 and development continued after nationalisation under the auspices of British Railways. The type was intended to compete with diesel and electric locomotives in terms of labour-saving and ease of operation. Five Leader locomotives were started, although only one was completed, and was trialled on the former Southern Railway network around Brighton. Problems with the design, indifferent reports on performance, and political pressure surrounding spiralling development costs, led to all locomotives of the class being scrapped by 1951. 36001 is seen at Eastleigh Works on 3rd October 1950 awaiting its fate.
(S.C.L.Philips/D.K.Jones Collection)



Bottom left. 'Skye Bogie' No.14279, formerly Highland Railway No.86, pictured at Inverness, date unknown. Built at Lochgorm in 1893, the locomotive was withdrawn by the LMSR in 1927. *(See article by David Anderson on pages 64-67)*

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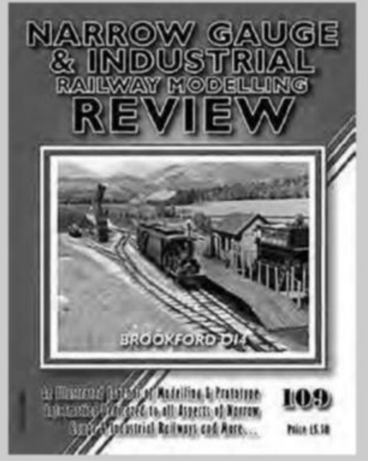
Guideline Publications are pleased to announce their acquisition of a new railway title, *Narrow Gauge and Industrial Railway Modelling Review*, which will dovetail neatly with our existing portfolio of modelling and other hobby magazines. Currently published quarterly, it is the perfect companion for *Bylines* in particular, for those whose interests in the railway scene extend to scale models, and we look forward to working with the existing contributor base, and ensuring the continuity of this well-respected and much-loved journal.



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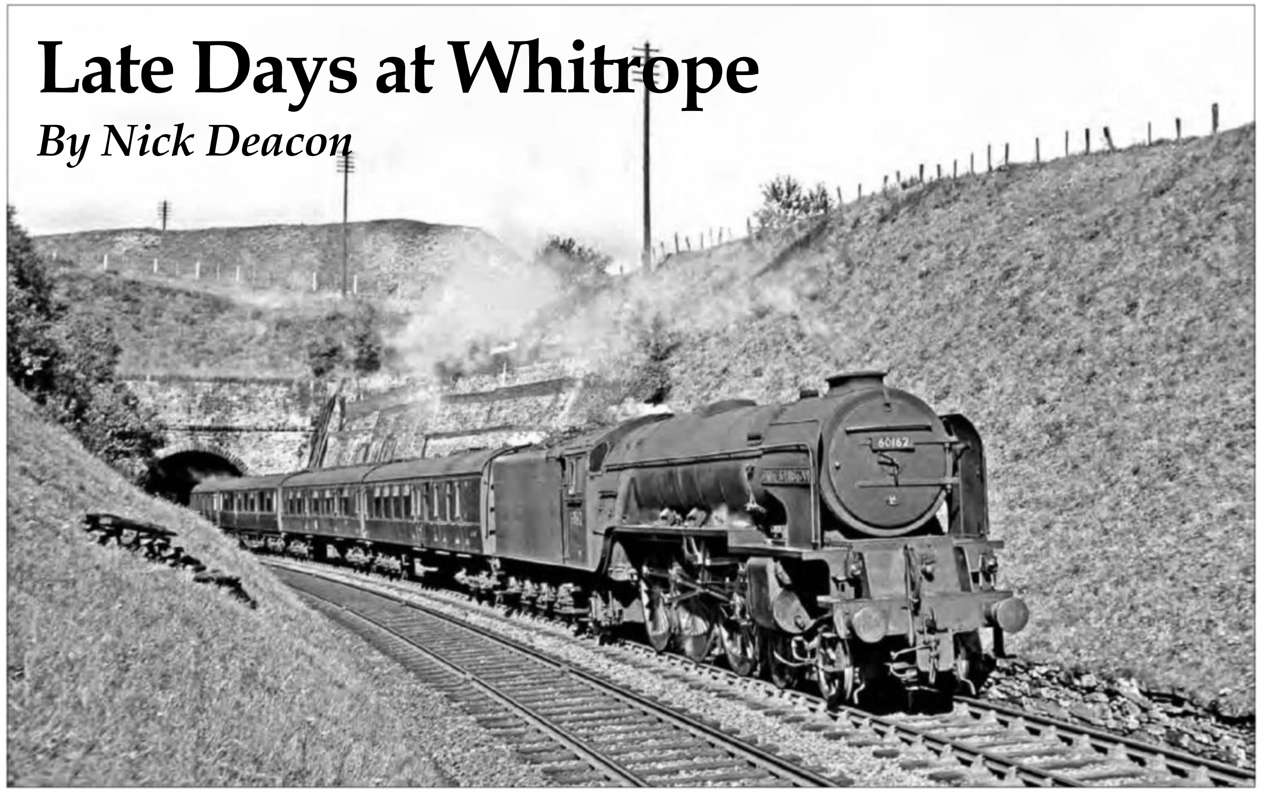
Late Days at Whitrope

By Nick Deacon



Still climbing towards the summit, A1 Pacific No.60162 *Saint Johnstoun* emerges from the south portal of the tunnel with an Edinburgh - Carlisle express, sometime before September 1963 when it moved from Haymarket shed to St Margarets (64A). Since entering traffic in December 1949 as the last of the class, Haymarket had been home to the loco and, for a time at least, it was allocated to a regular driver in No.2 Link. The loco's name is a reference to the city of Perth, which in late medieval times was also known as 'St John's Toun' or 'Saint Johnstoun' due to its principal church being dedicated to St John the Baptist. Although overshadowed by the A3s and A4s, the class as a whole was found to be more economical and reliable than its brethren, despite a reputation for rough riding, which inhibited any exceptional high speeds. After displacement by diesels at Haymarket, its days at St Margarets were numbered, and withdrawal followed on 9th September 1963 after a tragically short life of just thirteen years and ten months. (*Rail-Online*)

These shots taken at Whitrope Summit of its associated siding, signal box and 1,206-yard-long tunnel are powerful reminders of the drama one could witness daily at the 1,006ft pinnacle of the Waverley Line before its closure on 4th January 1969. Named after Whitrope Burn, which drains south towards Newcastleton, Whitrope Siding was a trailing crossover from the Up (southbound) main line and served as a refuge for banking pilots waiting to return light to Hawick or Newcastleton. Despite lacking a platform, until 24th February 1964 the location was an unadvertised stop for railway surfacemen and their families living in the two adjacent cottages. In pre-Grouping days - and possibly later - the 6.10am 'Parly' from Edinburgh picked up schoolchildren from Whitrope en route to Riccarton school, and presumably did the same on the return journey. Accessibility was provided by a stepladder carried in the guard's brake van.

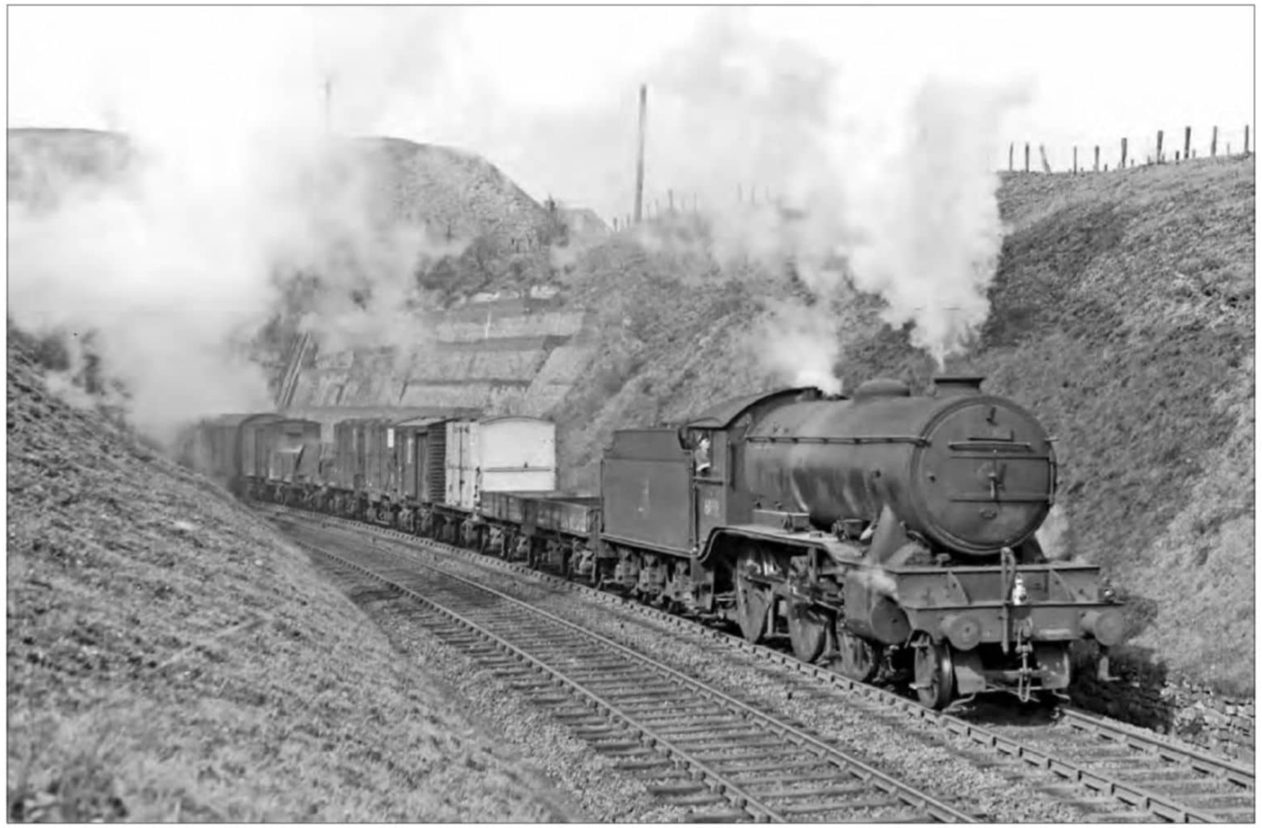
The Signalling Record Society lists the signal box as a North British 'Type 5' block post, measuring 15ft x 15ft x 20ft and containing a 12-lever Stevens & Sons frame. Although no surviving record of its opening date exists, it may have been erected in the 1870s when the NBR began standardising its signal boxes. If so, the question remains whether an earlier box stood on the site when the line opened throughout between Edinburgh and Carlisle on 1st July 1862.

A fascinating earlier group photograph - pre-1914 by the looks of it - kindly supplied by Matt Stoddon, clearly shows notable differences between the original structure and the one that survived until the line's closure. The earlier box was an all-brick construction with separate windows spaced by brick piers and segmental arches, possibly making it a Type 2 design introduced from 1873. Many boxes had their windows altered in later years, and Whitrope was no exception - though it retained key features of the original design, including the segmental arch over the locking room window and the brick banding in relief around the body of the structure. Perhaps this revamping of the original design (which looked a warmer affair than its replacement!) was sufficient to place it into the 'Type 5' category? Readers are invited to tender their views.

Built in brick to the original design and topped with a steeply-pitched hipped slate roof adorned with a single ball finial, the gallery floor glazing of the box was offset with a row of small upper lights. A wooden staircase and entrance porch provided access from the south side. The presence of two chimney pots - unusual for a small box - suggests there may have been fireplaces both in the locking room and at gallery level. If so, it confirms (if confirmation were ever needed!) just how cold the weather could get up there. A PW hut and a prefabricated concrete WC completed the appointments.

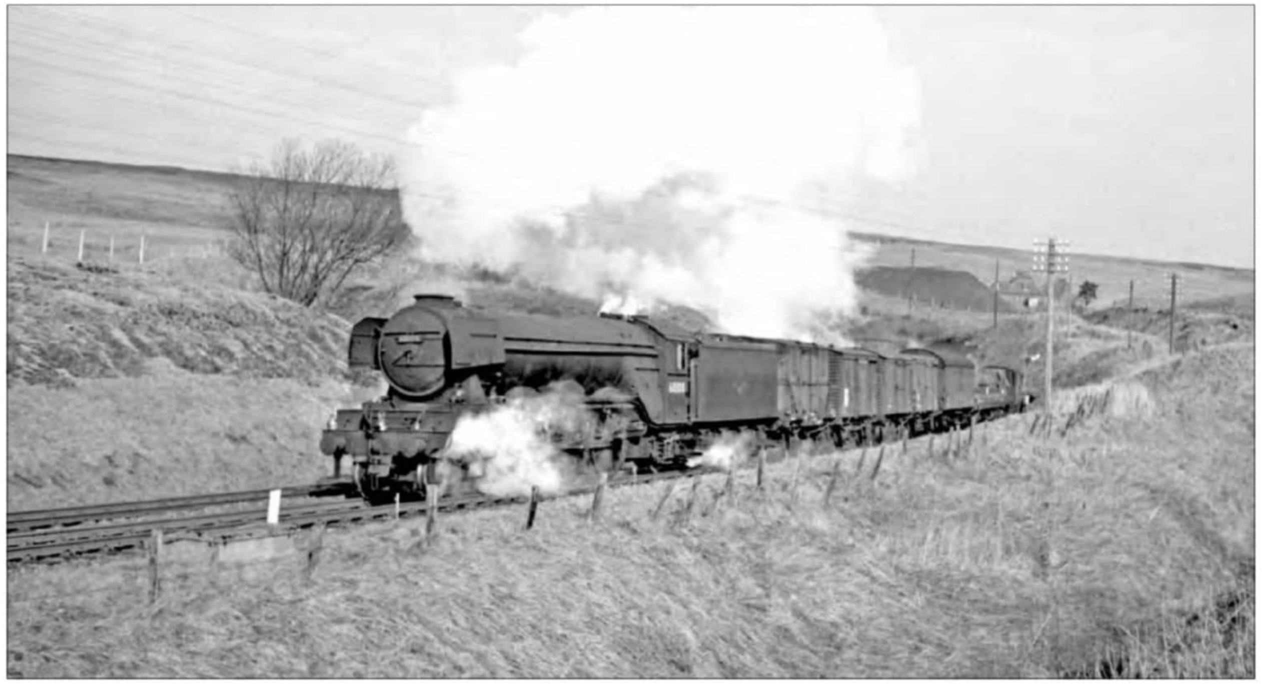
The box's primary function was to manage banking engines detached from trains and their return north or south as required. The next box to the north was the 22-lever Type 7 at Shankend, and to the south, the 26-lever Type 5 at Riccarton North.

Aside from the impressive viaducts along the route, the tunnel was the most significant engineering feat. The first 200 yards from the north portal consisted of old red sandstone conglomerate resting on clay slate, followed by 700 yards of stratified sandstone, then beds of shale interspersed with layers of limestone and sandstone - mostly bored out against the prevailing gradient of 1 in 96. Beyond the south portal, with its substantial retaining walls and the line still climbing, the summit was



Taken from the same location during the 1950s, K3 2-6-0 No.61888 of St Margarets emerges from the smoke-wreathed bowels of the tunnel with a Class E express freight - probably from Millerhill yards, Edinburgh, to Carlisle. Built in January 1937 as one of the final eight of the class turned out by Darlington Works for the North Eastern Area, the loco moved in March 1939 with six others of the class from Tweedmouth shed and remained at St Margarets until a relatively early withdrawal in November 1959. (*Transport Treasury*)

During 1964, A3 Pacific No.60100 *Spearmint* became one of the final three working survivors of the class, operating alongside Nos.60041 and 60052 from St Margarets shed - mainly on freight duties over the Waverley Line, but occasionally to the likes of Dundee, Newcastle and Perth. During the winter of 1962/63, she was also used as a replacement for failed Type 2 diesels (usually due to frozen train heating boilers) on Edinburgh - Perth expresses. Named after the winner of the 1906 Derby, she received 'German' smoke deflectors in June 1961 and underwent her final 'General' overhaul over 91 days between May and August 1962, which was sufficient to see her through to withdrawal on 19th June 1965. Still useful almost to the end, she made a welcome appearance on the 10.15am relief passenger from Waverley to Glasgow Queen Street as late as 17th May 1965. Here she is, coming up the grade from Whitrope Tunnel with a Class C freight bound for Carlisle - mercifully still untainted by the yellow cabside stripe. (*Robin Barbour, courtesy Bruce McCartney*)

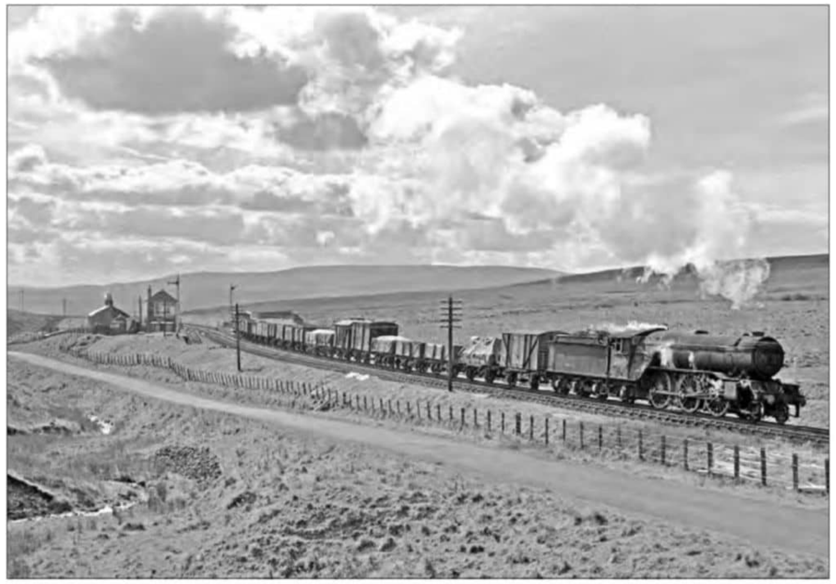


reached a quarter of a mile further on at Milepost 63½, where a 100-yard level stretch preceded a 1 in 90 descent to Whitrope. Construction of the tunnel was carried out in harsh weather conditions and relied on materials carted in by teams of horses from the only road in the area, the Hawick to Newcastleton road (now the B6399).

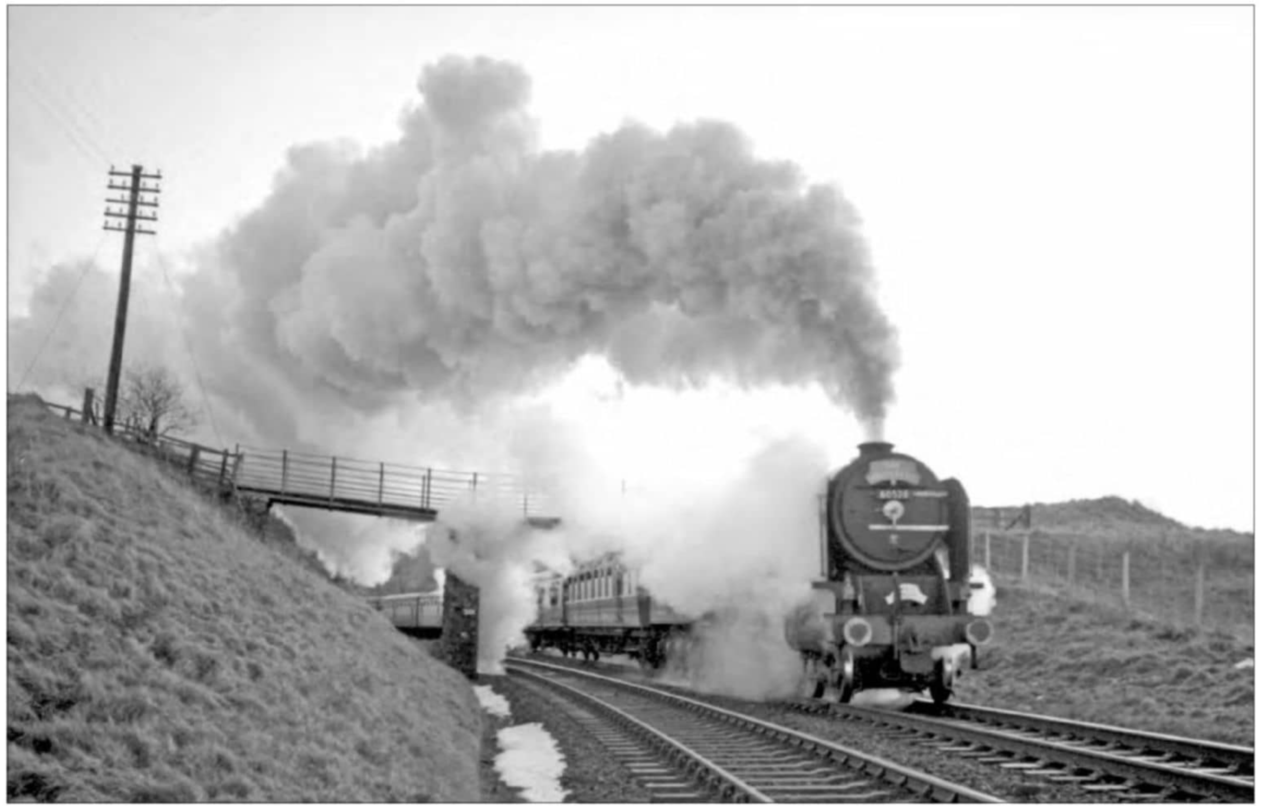
The sad post-closure story of the line - and its happier sequel - is well known. At Whitrope, it is complemented by the progress made by the voluntary Waverley Route Heritage Association (WRHA), which in 2002 obtained a lease from Forest Enterprise and laid a short section of track at Whitrope Siding. A heritage centre packed with details of the line and a two-coach platform has been constructed on the site, with the Association's long-term goal being the recreation of the route south to Riccarton as a heritage tourist attraction. The Association has also acquired a growing number of rolling stock items, including two Class 142 pacers and experimental Railbus RB004.

With thanks to Bruce McCartney and Matt Stoddon.

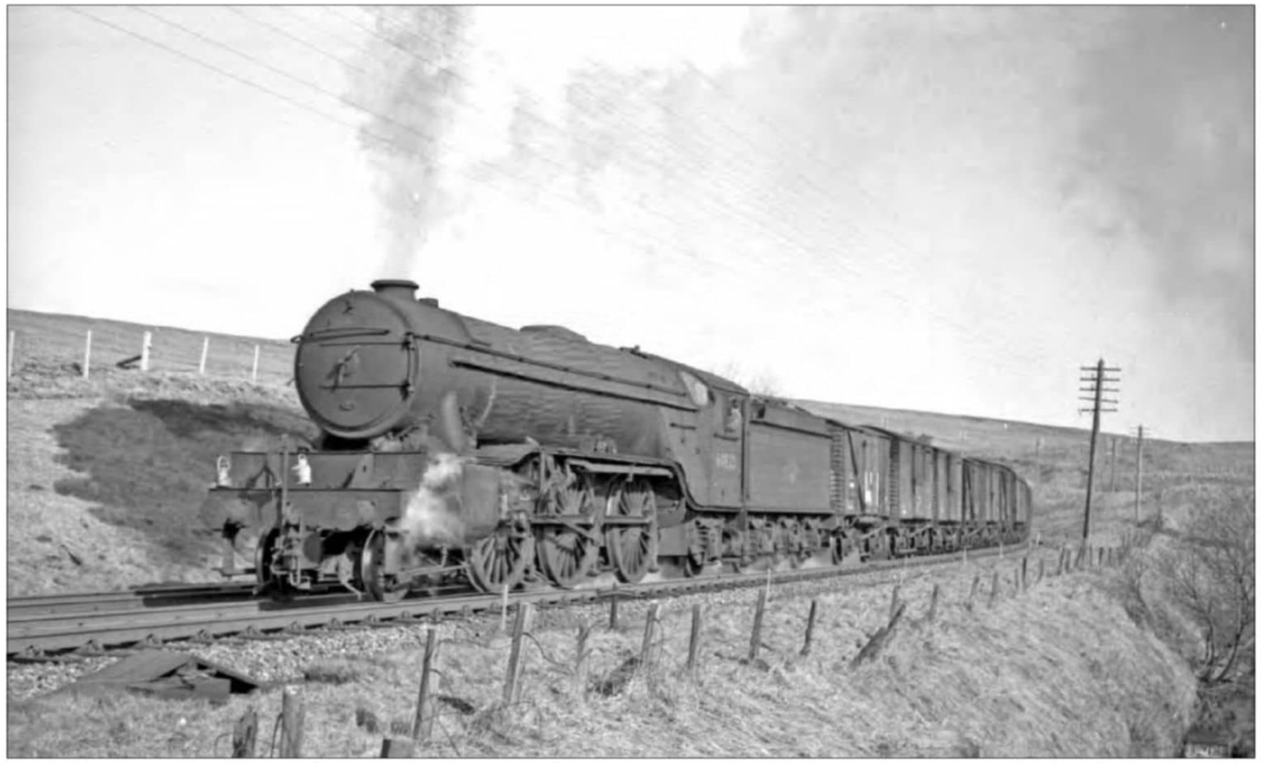
Sources consulted: Various parts of the RCTS 'Green Guide'; contemporary issues of the Railway Observer.



Perfectly captured against the bleak grandeur of the Cheviots, V2 2-6-2 No.60840 heads a northbound freight away from Whitrope towards the tunnel and the welcome gradient down to Hawick, circa 1960. Ever a Scottish member of the class, she had been at St Margarets since late 1952 following a move from Dundee Tay Bridge shed, where she had arrived new in October 1938. St Margarets received its first V2 in early 1939 and became the last Scottish bastion of the class in any numbers, with most of its contingent working regularly over the Waverley Line. No.60840 succumbed at the end of December 1962 and, after a period in storage at Bathgate shed, was cut up at Inverurie towards the end of 1963. (*Rail-Online*)

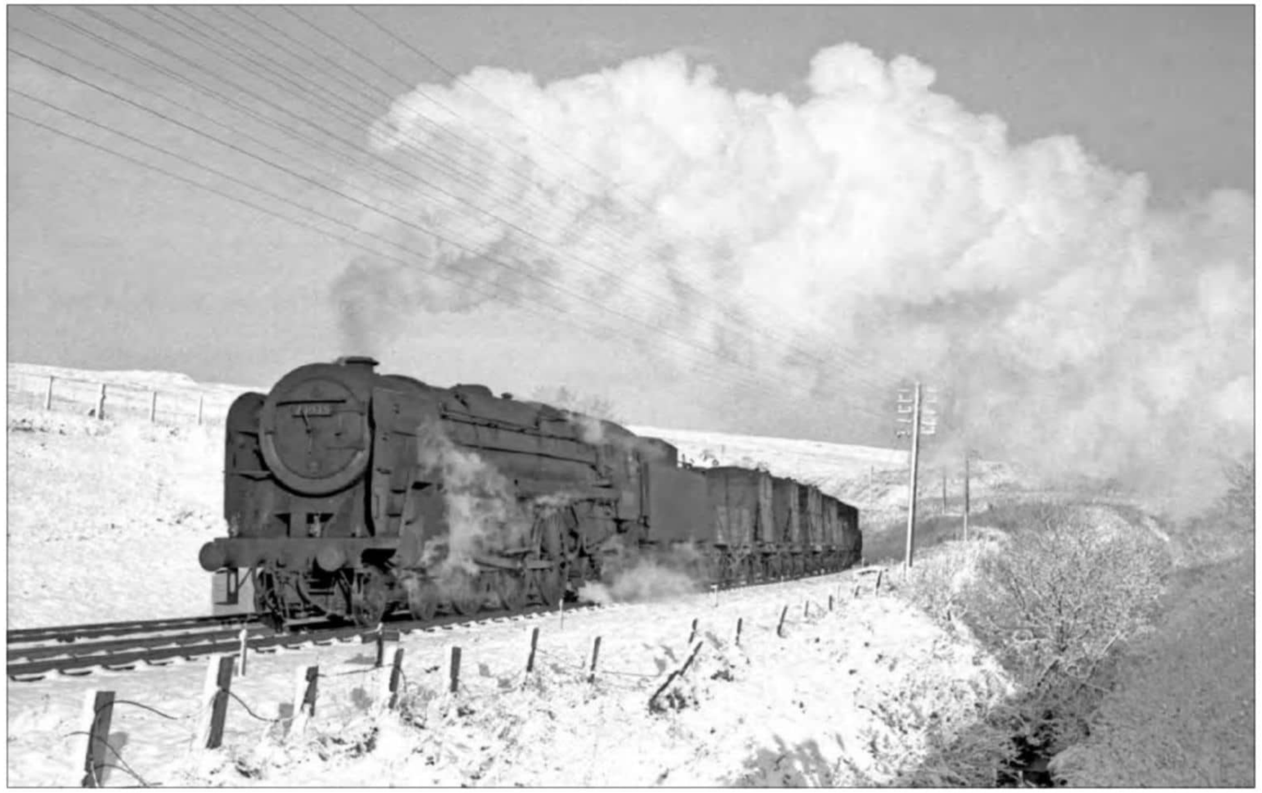


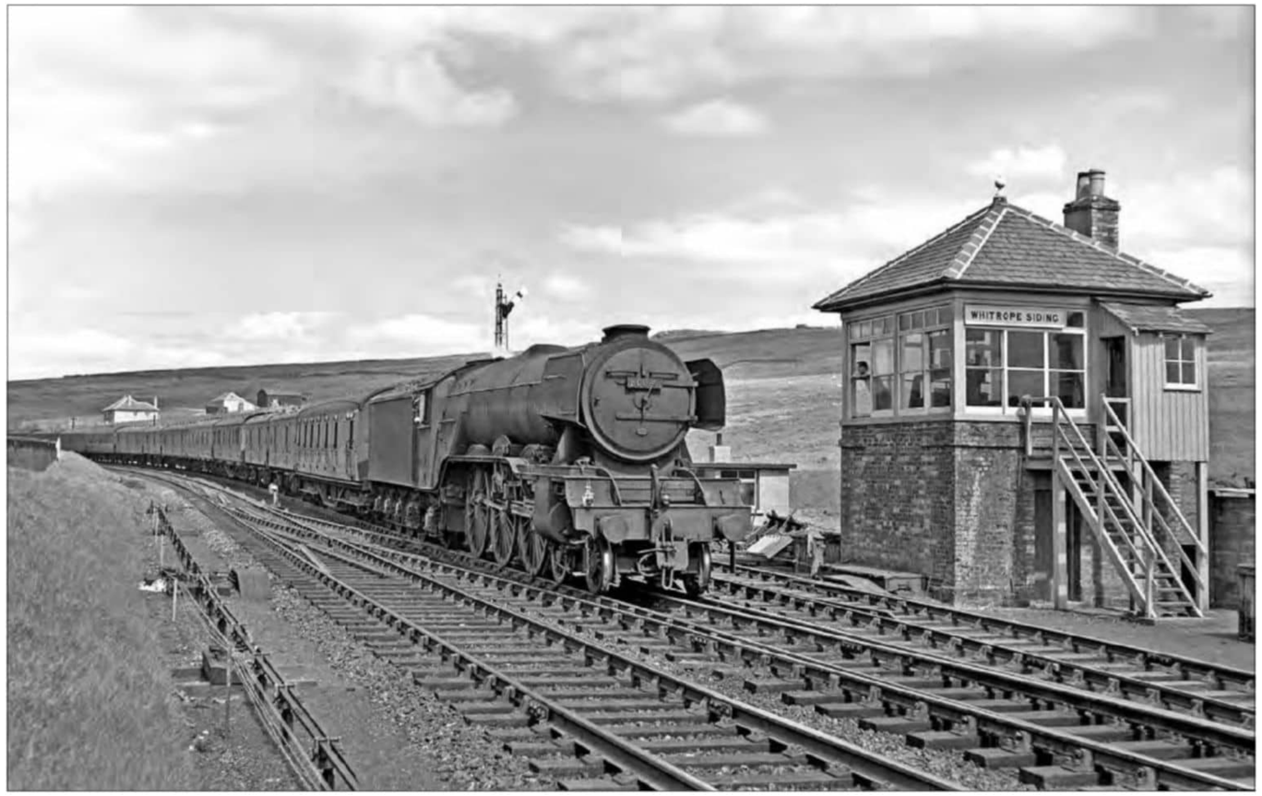
The light was beginning to fade on 11th December 1965 as a leaky A2 Pacific No.60528 *Tudor Minstrel*, sporting the usual 'Waverley' express headboard, blasted past Robin Barbour with the very late-running northbound Warwickshire Railway Society's 'Waverley Rail Tour'. As a last-minute substitute for two successive failures - A3 No.60052 (the scheduled engine) and A2 No.60532 (the first replacement) - the loco took over from Jubilee 4-6-0 No.45697 *Achilles* at Carlisle for the next leg to Waverley station, where she would hand over to A4 Pacific No.60034 *Lord Faringdon* for the southbound leg as far as York. Despite a fifty-minute late start from Carlisle and a further twenty minutes dropped between Carlisle and Hawick, the A2 managed a sprightly, unchecked run to Waverley with some aplomb. At the time, the loco was based at Dundee Tay Bridge shed and had another six months in service before withdrawal from Aberdeen Ferryhill shed.
(*Robin Barbour, courtesy Bruce McCartney*)

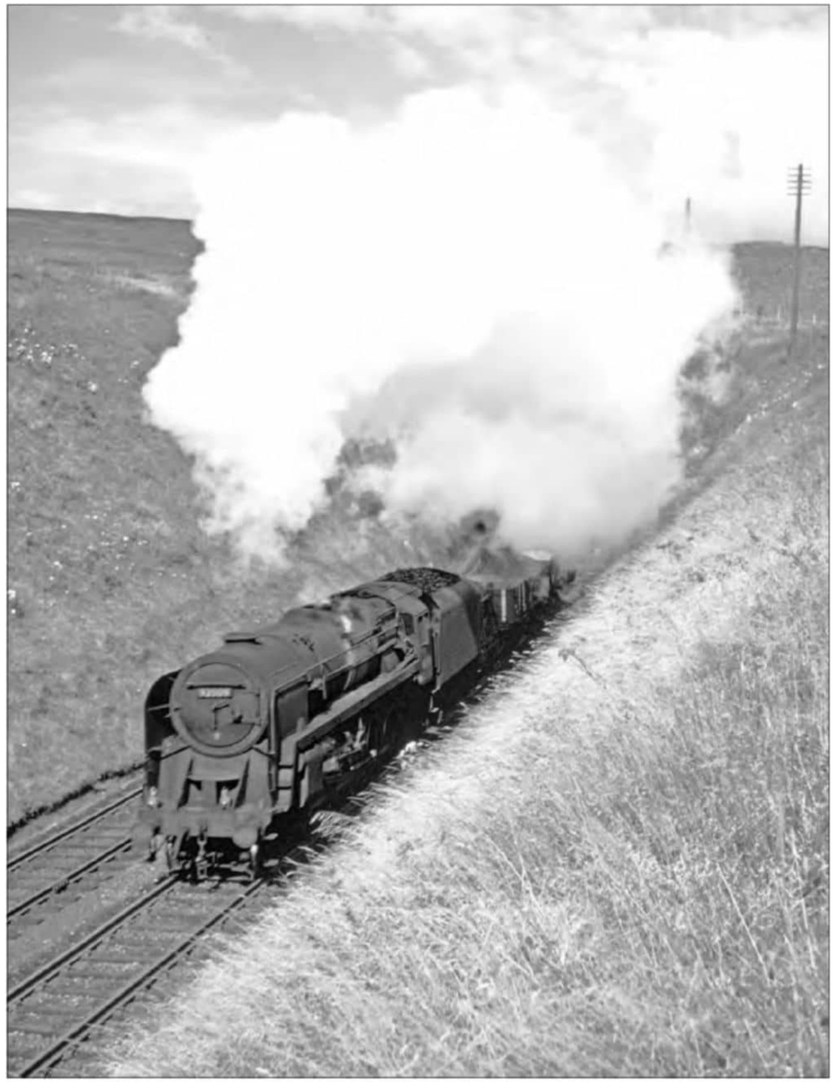


Another V2-hauled freight, this time in the hands of long-term St Margarets resident No.60825, grapples with the final climb to the summit with a Class C freight sometime in 1963. At the time, the shed had around a dozen of the class on its books, all making regular appearances over the Waverley Line. No.60825 lasted until the end of April 1964 as part of the 64A contingent, when she was nominally transferred to Dundee Tay Bridge shed but was promptly placed into store. Her last recorded sighting was at Cowlairs Works in October 1964, and she was presumably scrapped soon after. (*Robin Barbour, courtesy Bruce McCartney*)

Although this image has graced these pages before, it remains a vivid portrayal of winter at Whitrope. Robin Barbour braved the elements to capture this breath-taking action shot of Carlisle Kingmoor's Britannia Pacific No.70035 *Rudyard Kipling* storming up to the summit on 28th November 1964 with the 8.16am Millerhill–Carlisle Class C freight. Still carrying its nameplates, the loco had arrived at Kingmoor in December 1963 after a brief stint at March (31B) and, prior to that, Immingham (40B) with six others of the class. Kingmoor ultimately became the final stronghold of the Britannias, and No.70035 was one of the last to be withdrawn there in December 1967. (*Robin Barbour, courtesy Bruce McCartney*)

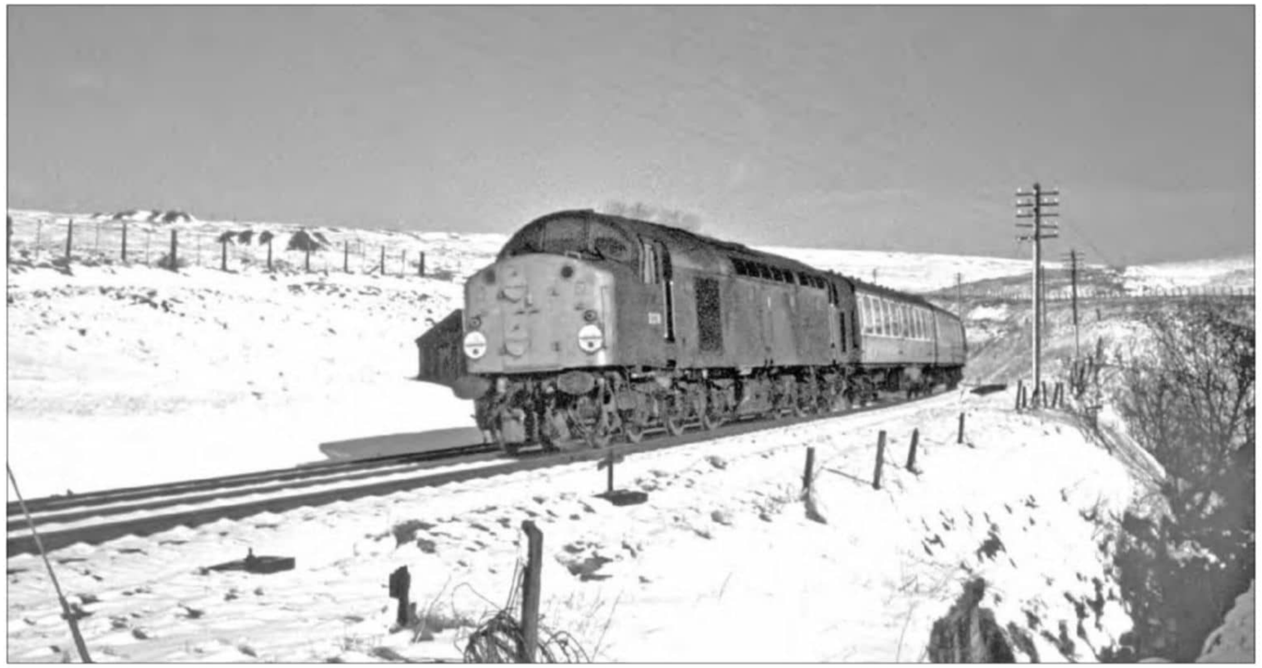






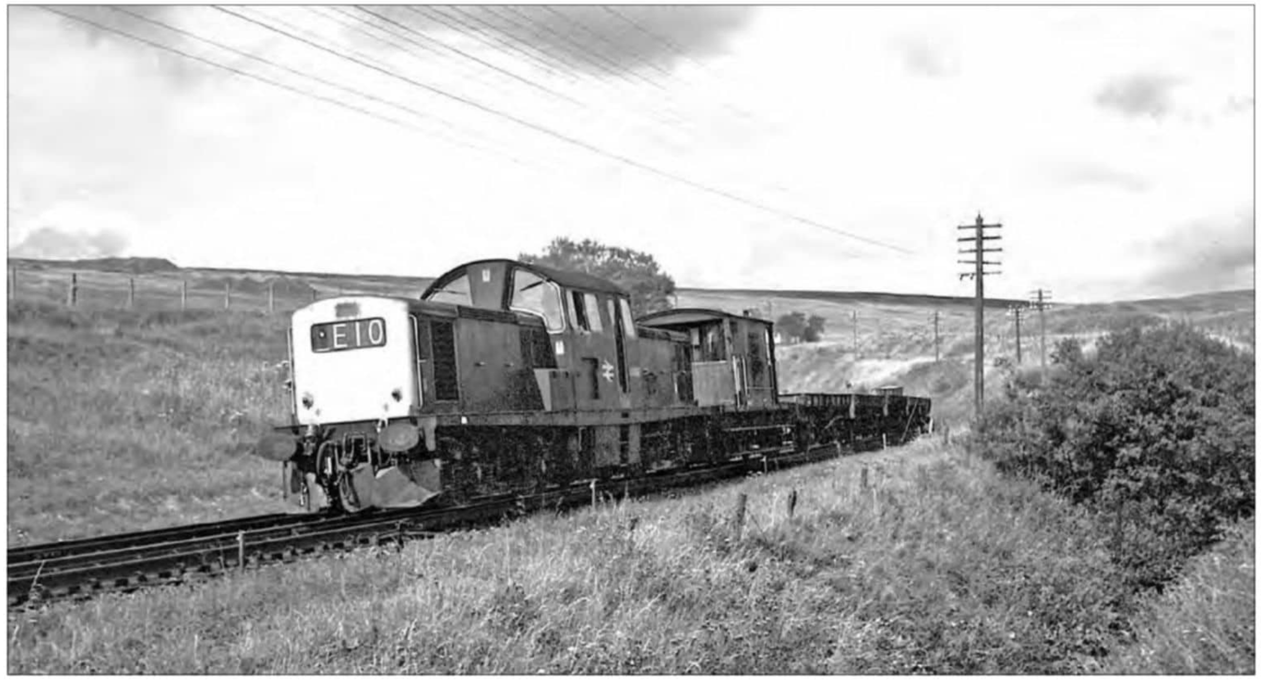
Above. Watched by the Whitrope signalman, A3 4-6-2 No.60087 *Blenheim* drifts past with a lengthy Up parcels train on 27th May 1963. New to traffic in June 1930 at Gateshead shed, the loco was named after the winner of the 1930 Derby and became a Haymarket favourite from 1941. A brief spell at St Margarets in 1960 preceded a return to Haymarket for a year, followed by a final move back to St Margarets in December 1961, which coincided with her last 'General' overhaul at Doncaster. She received a double chimney in September 1958 and 'German' smoke deflectors in August 1961. In this shot, she wears the coat of workaday grime and, though only four months from withdrawal, remains effortlessly impressive. (*Rail-Online)*

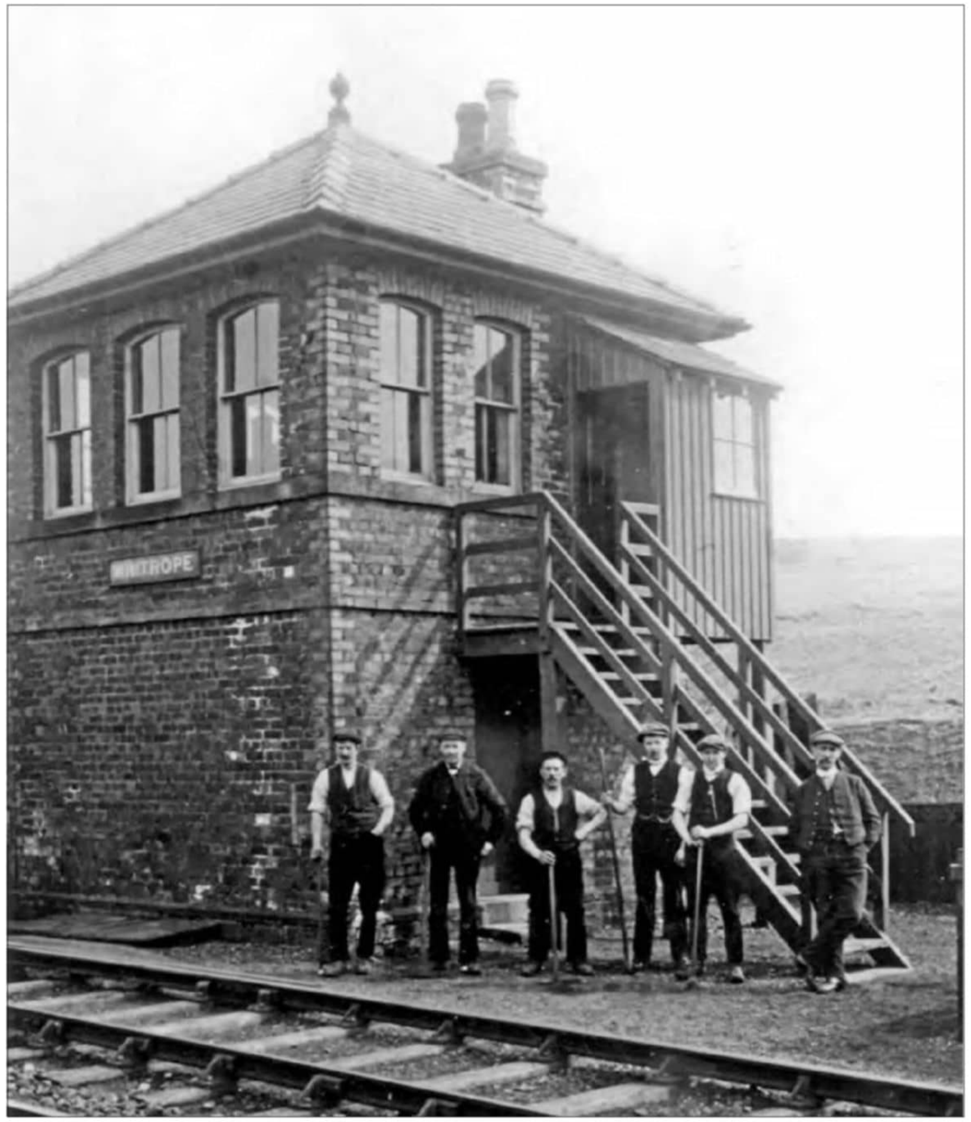
Left. 9F 2-10-0 No.92009 arrived at Carlisle Kingmoor from Kettering shed (15C) in June 1964 and spent a year there before returning south - this time to Severn Tunnel shed (86E) in August 1965. The loco could fairly be described as 'much travelled', having entered service at Wellingborough shed in March 1954 and undergone nine subsequent shed moves before reaching Kettering. 9Fs were relatively rare on the Waverley Line, so Robin Barbour was fortunate to capture this one emerging from the tunnel with a southbound freight. Its travels continued in January 1968 after a period in store (at 86E?), with a move to Carnforth, where it was withdrawn at the end of March. (*Robin Barbour, courtesy Bruce McCartney)*



Another winter shot - this time taken in January 1968 - shows English Electric Type 4 D278 ascending from the tunnel with an Up express. The loco was new to Gateshead in June 1960 and spent its entire career gravitating between Gateshead and York, until withdrawal from York in August 1981. The EE Type 4s increasingly became 'maids of all work', as the first two batches of the class were allocated to the revamped section of Haymarket shed, which had been converted for diesel use in early 1960. Initially, the allocation was used for passenger and freight services along the ECML, but it wasn't until early 1962 that the first test runs of the type on Millerhill - Carlisle freights were carried out, starting with D264. Use of the type on the Waverley Line became more commonplace from June 1963, when a Haymarket diagram was introduced that included the Millerhill freights. The first recorded appearance of the type on the 22.05 Edinburgh - St Pancras sleeper service was on 26th January 1963, with the now-preserved D345. (*Bruce McCartney)*

The unorthodox Clayton Type 1 Bo-Bo, produced between 1962 and 1965, proved to be a temperamental beast with a poor record of reliability, and was probably the least successful diesel class ever employed on BR. Nevertheless, a sizeable contingent were based at Haymarket from new, and during the latter years of the Waverley Line were regularly seen on through freight turns (usually double-headed!) and sundry duties of a more local nature - such as D8567 seen here at Whitrope in late summer 1967 on a Sunday PW operation. The loco had worked locally at Hawick that day before moving south with the train. Bruce McCartney vividly recalls one occasion when a southbound car train was triple-headed from Hawick up to Whitrope, with the Hawick pilot loco attached to the train plus two Claytons leading. Quite a sight - but, as Bruce remembers, not one repeated! One member of the class was outstationed at Hawick after the steam shed had closed, and others of the class were also major players in track recovery operations (sometimes double-headed) following the closure of the line. However, the class was not destined to last long into the 1970s. D8567 was new to Haymarket in January 1964, moved to Polmadie in June 1968, but was withdrawn in October 1971. All members of the class had gone by the end of that year. (*Bruce McCartney)*

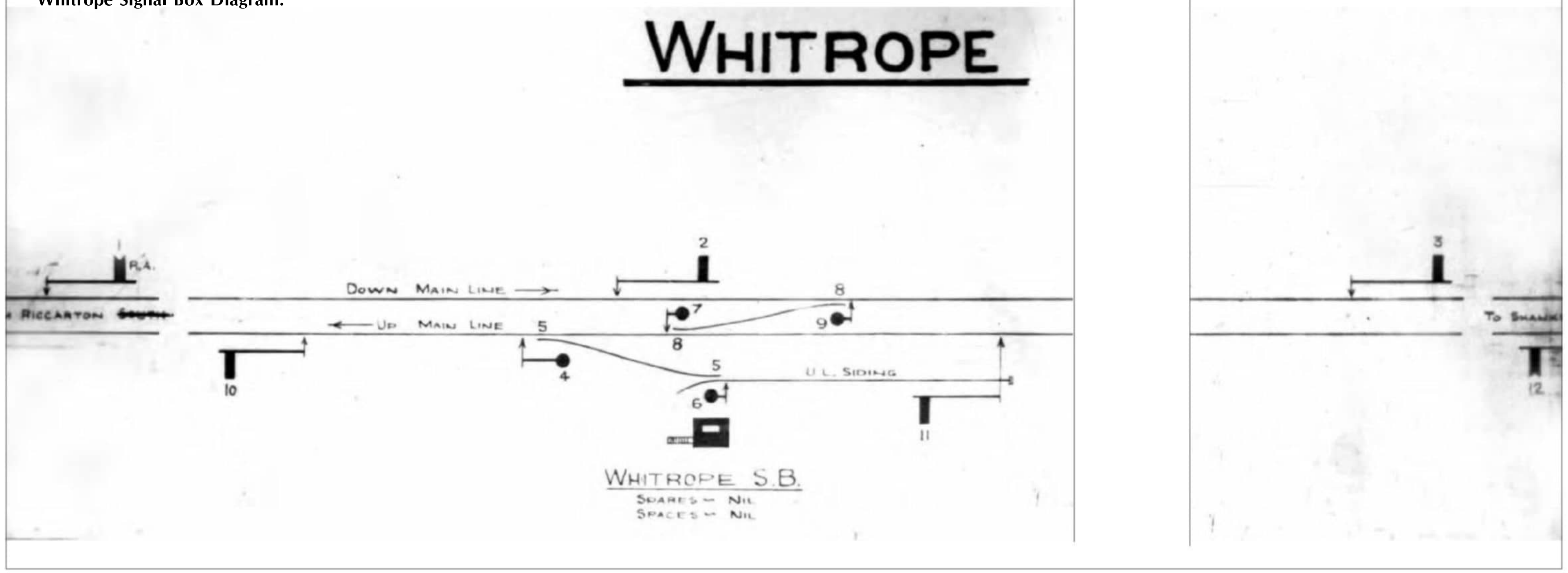


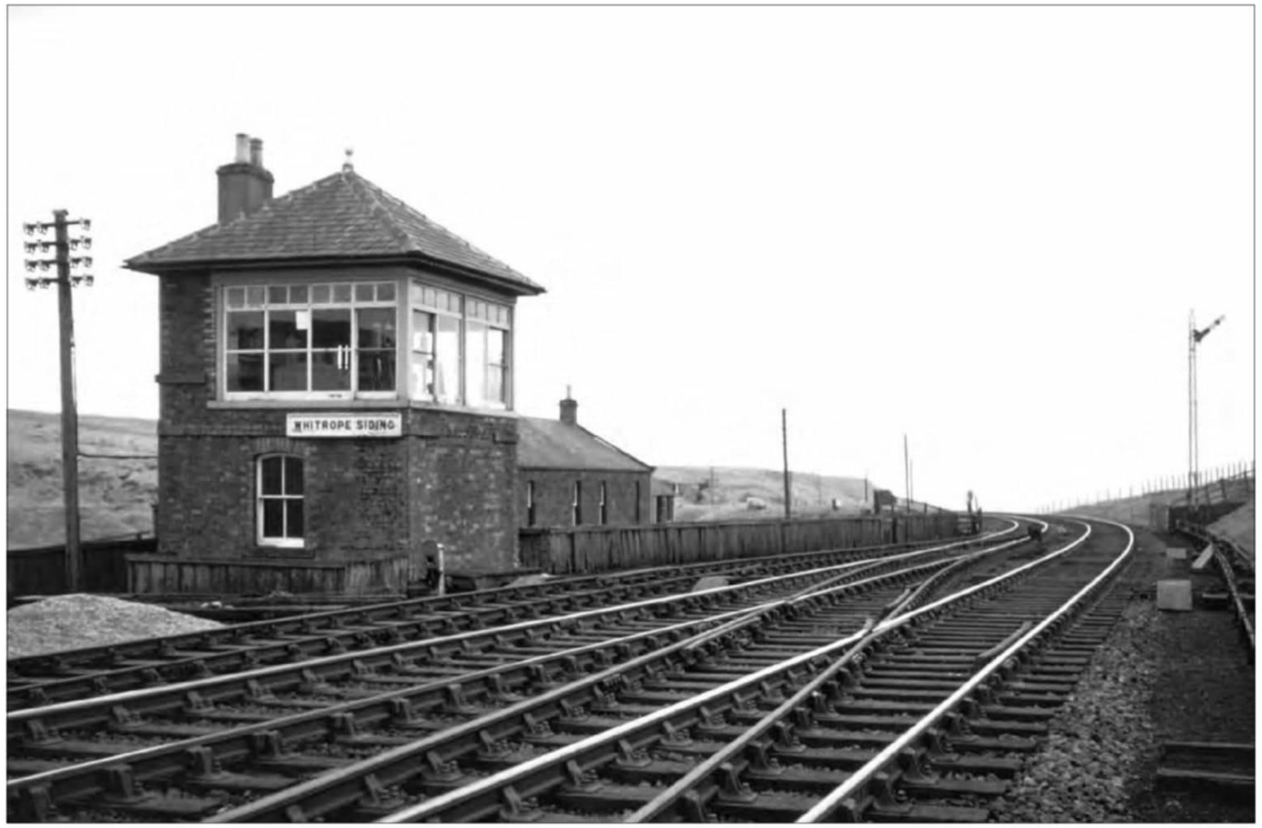


Top right. The final version of Whitrope signal box, as seen in May 1966, looking south towards Riccarton. Also visible is the siding on the extreme left and the adjacent railwaymen's single-storey cottages. Note the segmented arch windows to the locking room and the gap in the front relief brick course, which appears to have once held the box nameplate - now remounted facing north. (*Robin Barbour, courtesy Bruce McCartney*)

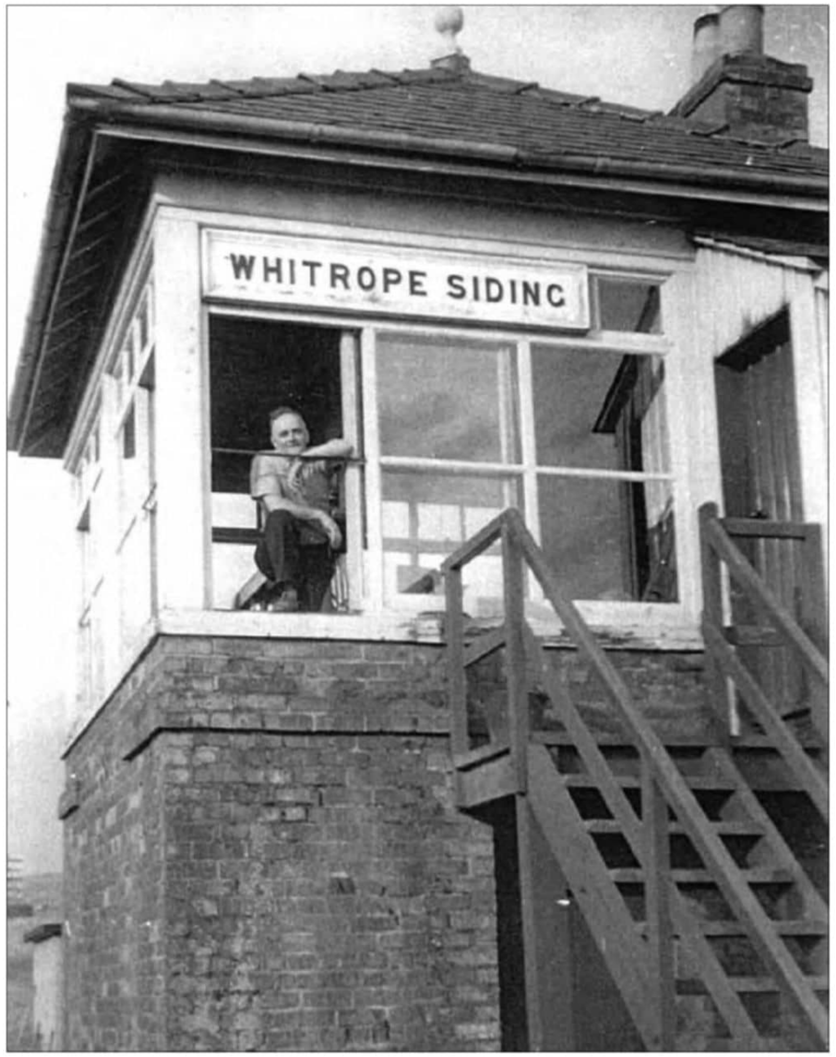
Left. A rare, undated, but possibly North British-era shot of the signal box in its attractive 'all-brick' condition prior to the window area alterations. Presumably, these changes were made to improve the signalman's view of the lineside, which had previously been limited by the brick pillars inset between each window. That said, the box looks a lot warmer than its revamped successor! Completing this fascinating scene are six doughty, cloth-capped chaps ready for trackside action. *(Courtesy M.G. Stoddon Collection)*

Whitrope Signal Box Diagram.

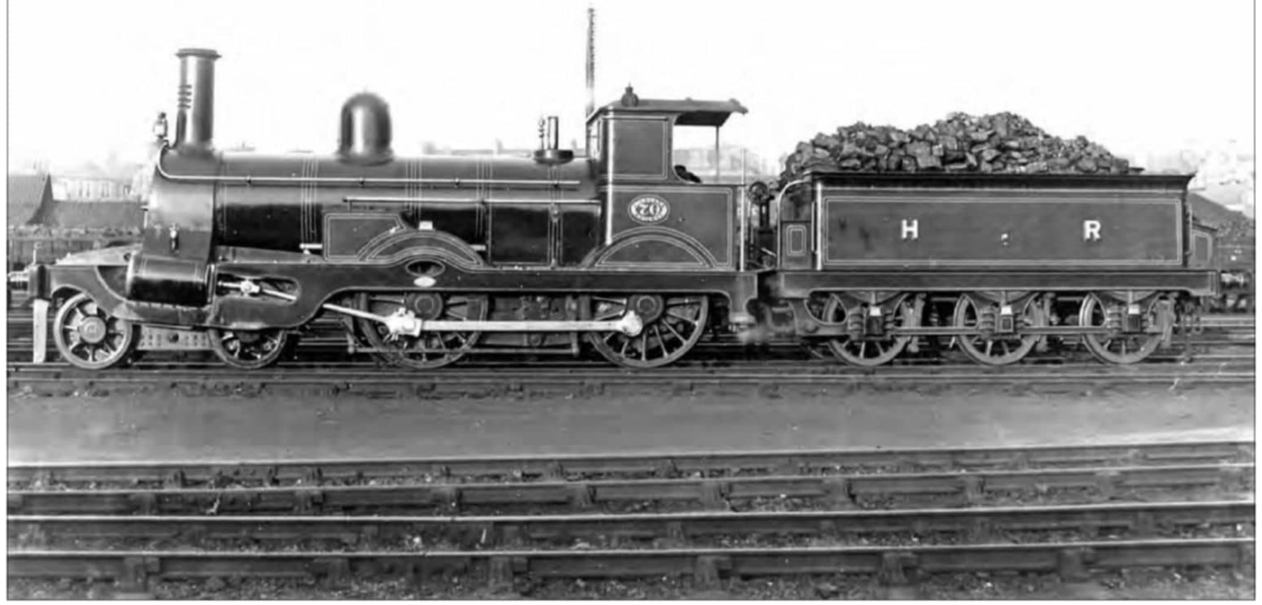

WHITROPE
1
R.A.
RICCARTON ~~SOUTH~~
DOWN MAIN LINE
UP MAIN LINE
2
8
7
9
5
8
4
5
U.L. SIDING
6
10
11
3
To Shank
12
WHITROPE S.B.
SPARES – NIL
SPACES – NIL


WHITROPE SIDING

Right. Bob Dilger, seen here on duty during what appears to be a warm day, was one of the last signalmen to work Whitrope signal box during the 1960s. (*Courtesy WRHA Archive*)


WHITROPE SIDING

The Highland Railway 'Skye Bogie' 4-4-0s
By David Anderson



Skye Bogie No.70 at Perth, the first of the class, built at Lochgorm in May 1882, and fitted with the louvered Jones chimney. The locomotive is seen here painted in Brunswick Green with white, red, and black lining. It became LMSR No.14277 and received maroon livery, but was withdrawn in 1929.

Due to the steep gradients and sharp curvature of the 53-mile Dingwall & Skye Railway, which was opened as far as Stromeferry in 1870 with an initial climb westwards of 1 in 50 for four miles to Raven's Rock, and a further stiff climb from Garve to Corriemullie, it soon became obvious that the 2-4-0s with their rigid wheelbase were unsuitable for working the line's increased traffic.

To overcome the problem David Jones, the Highland Railway's Locomotive Superintendent from 1870 to 1896, converted Seafield Class 2-4-0s Nos.7 and 10 to 4-4-0s in 1873 and 1875 to resolve the situation, and to gain experience with the use of bogie locomotives on the route. The conversions were successful and set the pattern for a new class of 4-4-0s to be built at Lochgorm Works, Inverness. Designed specifically for the Dingwall & Skye Railway, and a smaller-wheeled version of the Duke Class 4-4-0s, the locomotives were known as 'Skye Bogies'.

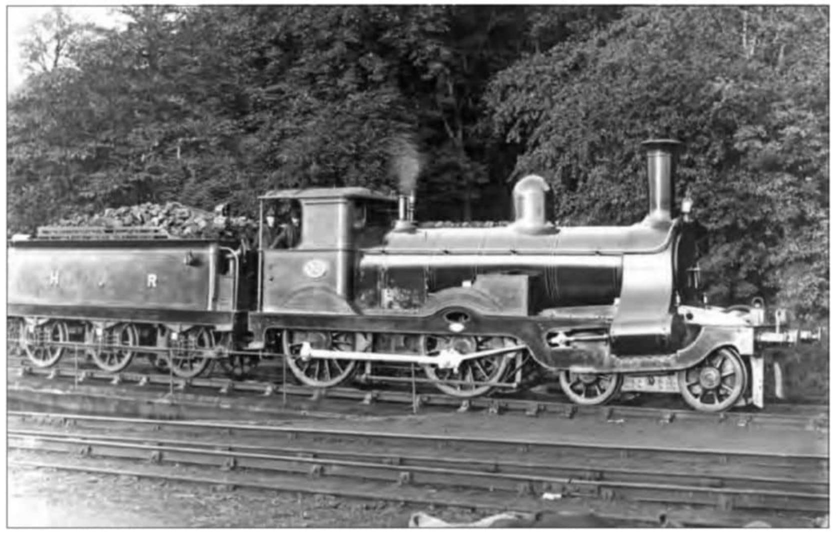
The first of these well-known engines, No.70, was completed at Lochgorm Works in 1893, and No.88 followed in 1895. A further four members of the class, Nos.5, 6, 7, and 48 followed from Lochgorm between 1897 and 1901, fitted with plain cast chimneys without louvres by Jones' successor, Peter Drummond. This brought the total of 'Skye Bogies' up to nine. All of the earlier locomotives were eventually fitted with tender coal rails. The 4-4-0s were not named as the Highland Railway considered that the engines were goods types. Some renumbering of the class took place in 1899 and in 1916-19.

Externally the cylinders, 'Crewe-type' frames, and motion were similar to the earlier Duke 4-4-0s. The diameter of the driving wheels was reduced to 5' 3" and the leading bogie wheels to 3' 3". An increased working pressure of 150Ibs per square inch was adopted with the Skye Bogies outweighing the Dukes by one ton. The tenders were similar to those carried by the Dukes, but with increased coal and water capacity.

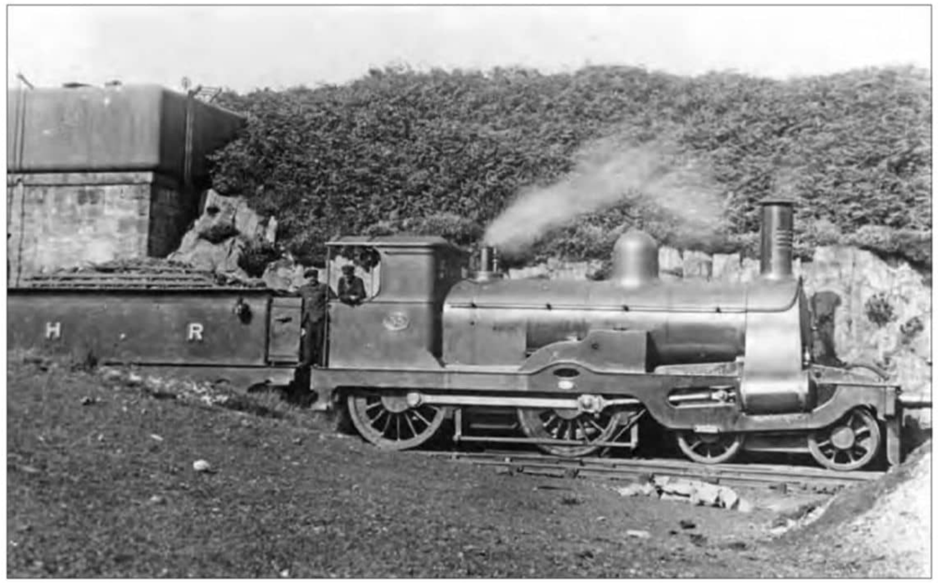
Although small in design the Skye Bogies were a great success on the duties that they were designed to perform and with the advent of the Cumming 'Clan Goods' 4-6-0s they monopolised the haulage of mixed train traffic between Dingwall and Kyle of Lochalsh. The locomotives also appeared on the lines north of Dingwall. No.48 regularly operated the Invergarry to Fort Augustus Railway from 1903 to 1907, while in the 1920s some of the class worked passenger and freight trains between Inverness and Tain.

All of the Skye Bogies passed into LMSR ownership in 1923, numbered 14277 and 14279 – 85 in order of construction, and were painted into the full LMSR maroon livery with large 18" tender numerals, crests on the cabsides, and smokebox numberplates.

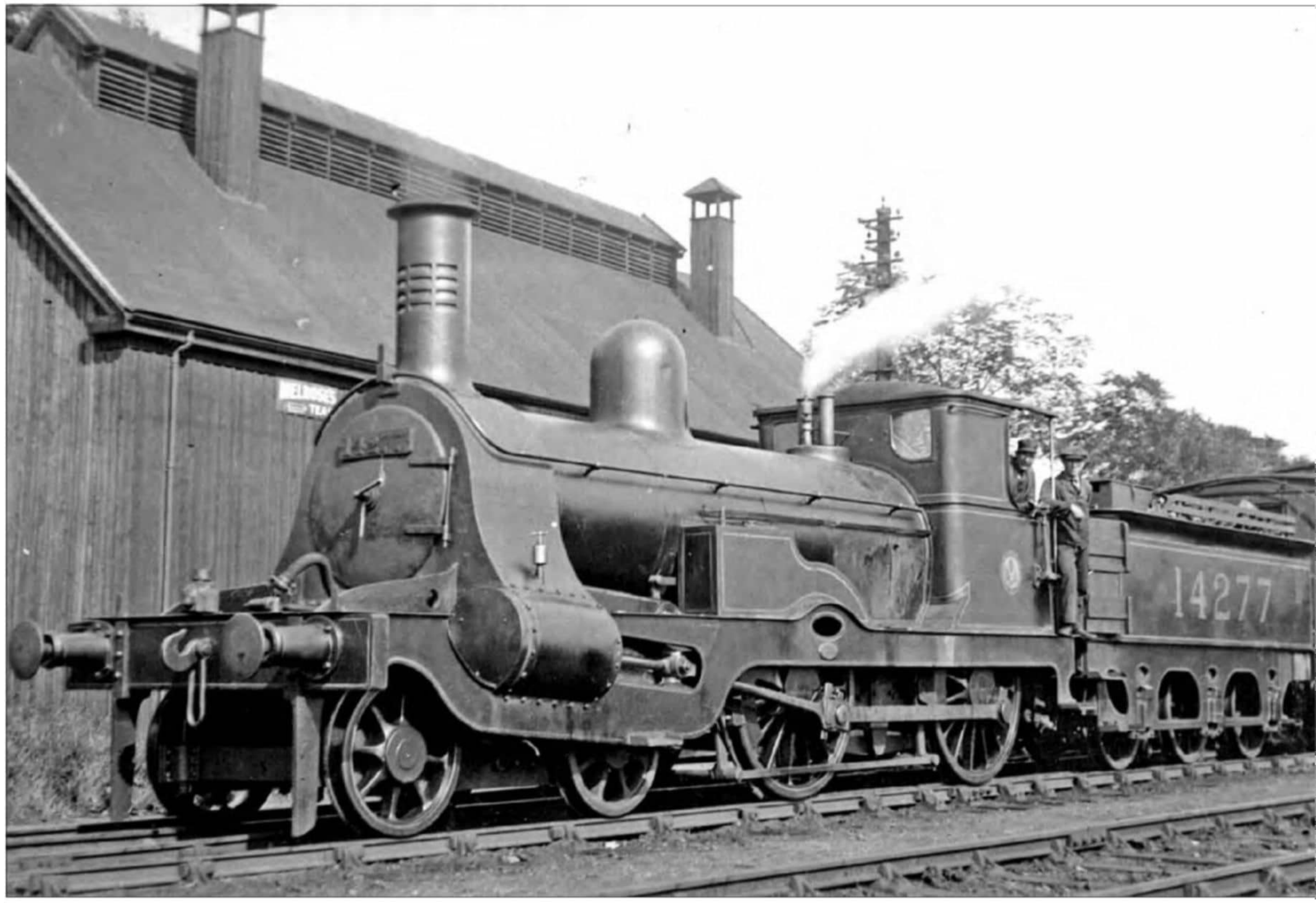
No.85A, built in August 1892, was the first engine of the class to be withdrawn in 1923 and did not enter LMSR stock, whilst Nos.87 and 88 never carried their allotted LMSR numbers. The last survivor of a famous class, No.14284, was cut up at Kilmarnock Works in June 1930.



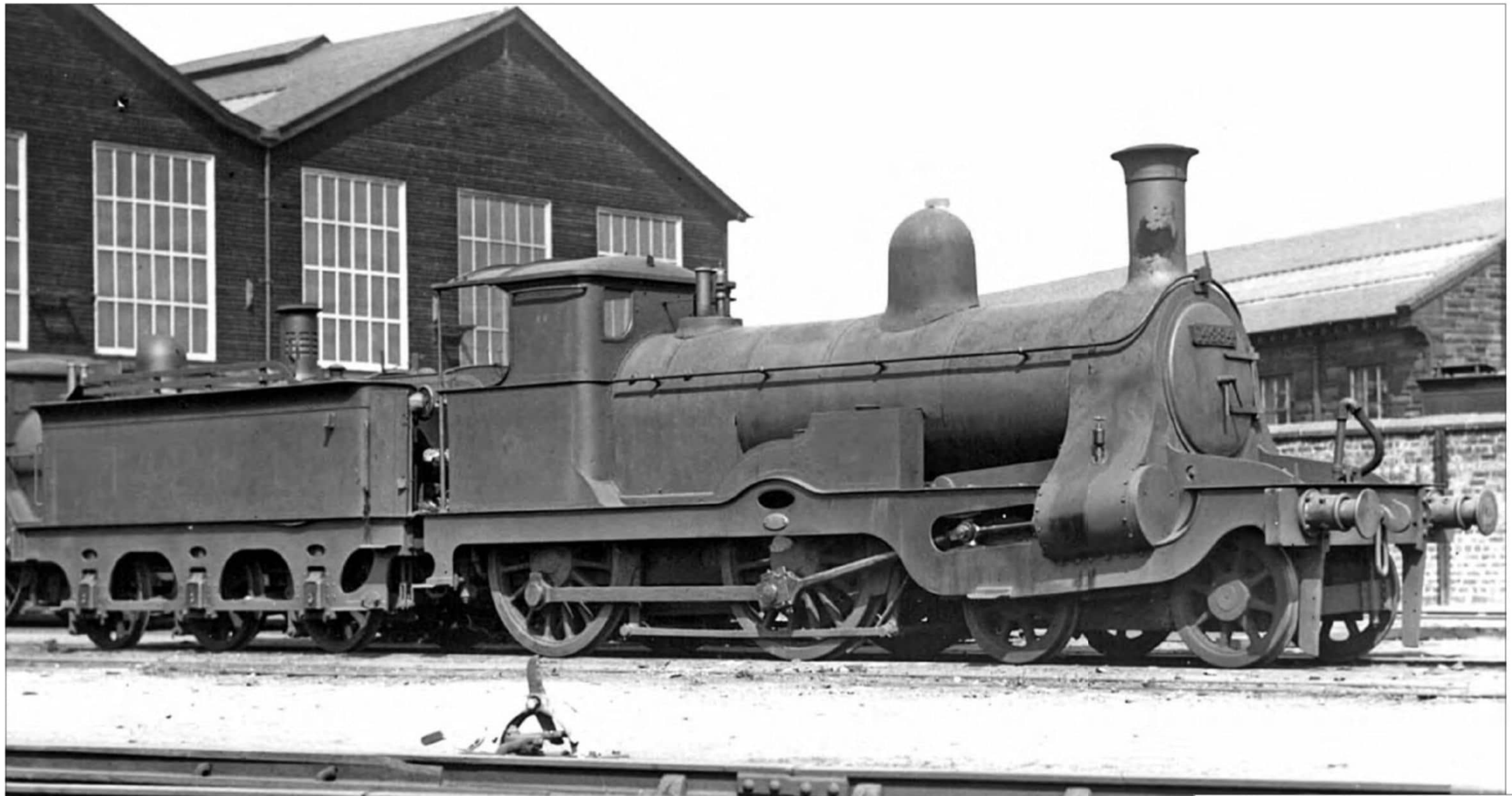
No.33 emerged from Lochgorm in November 1897 as No.6, but was renumbered two years later. It subsequently passed to the LMSR in 1923 carrying the number 14283 until withdrawal in 1929.



The initial aim of the Dingwall & Skye Railway was to connect Skye to Inverness. The line opened in 1870, but with its terminus at Stromeferry. Boats provided onward connection to Skye and the Outer Hebrides. The line was extended to Kyle, through some unforgiving terrain; almost all of the extension is in rock cuttings or embankments. At the time it was the most expensive railway ever built in Britain per mile, and much money was provided by the Government. This undated shot shows N0.33 between duties at Kyle of Lochalsh.



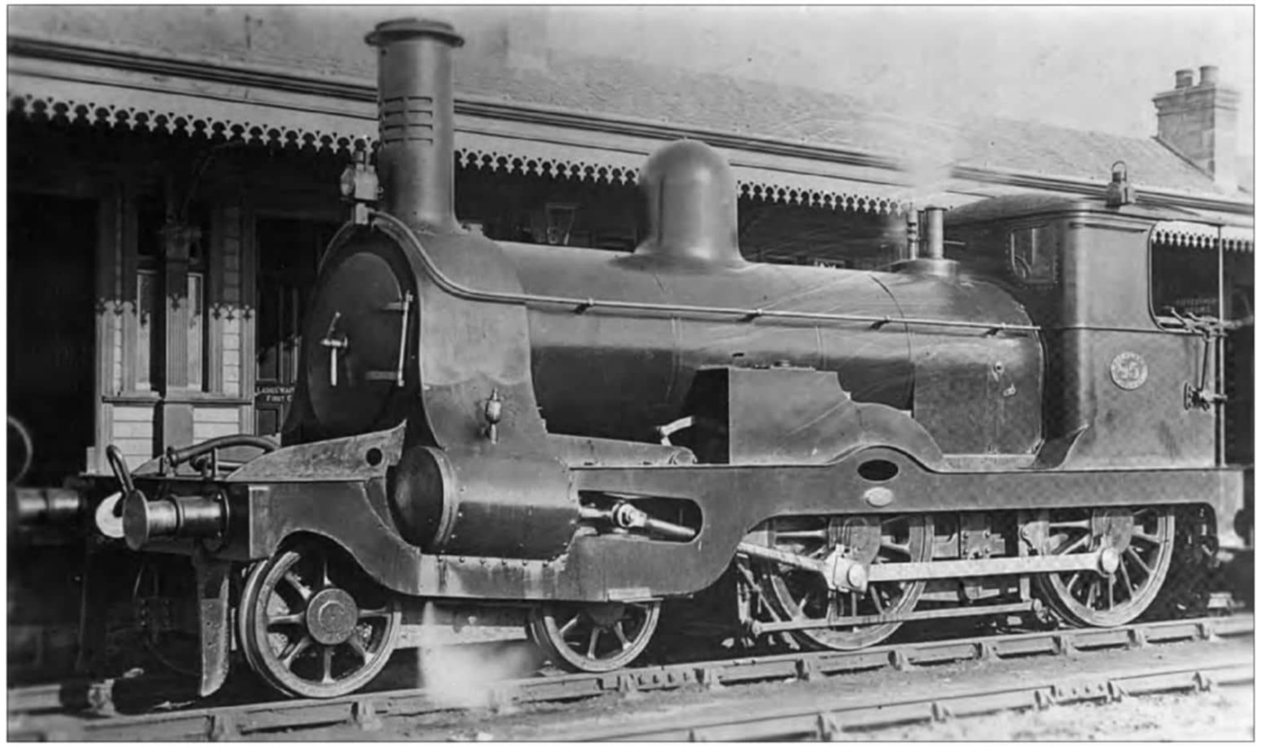
Another view of the first of the class built, now in the latter LMSR guise that it carried from 1923 to withdrawal in 1929. With maroon livery, large tender numbers, and cabside crest, 14277 shunts at Dingwall, date unknown. The Highland Railway built a small steam locomotive shed at Dingwall and this continued in use by the LMSR and British Railways until closure at the end of steam locomotive operations in the area in the early 1960s as a sub-shed of Inverness.

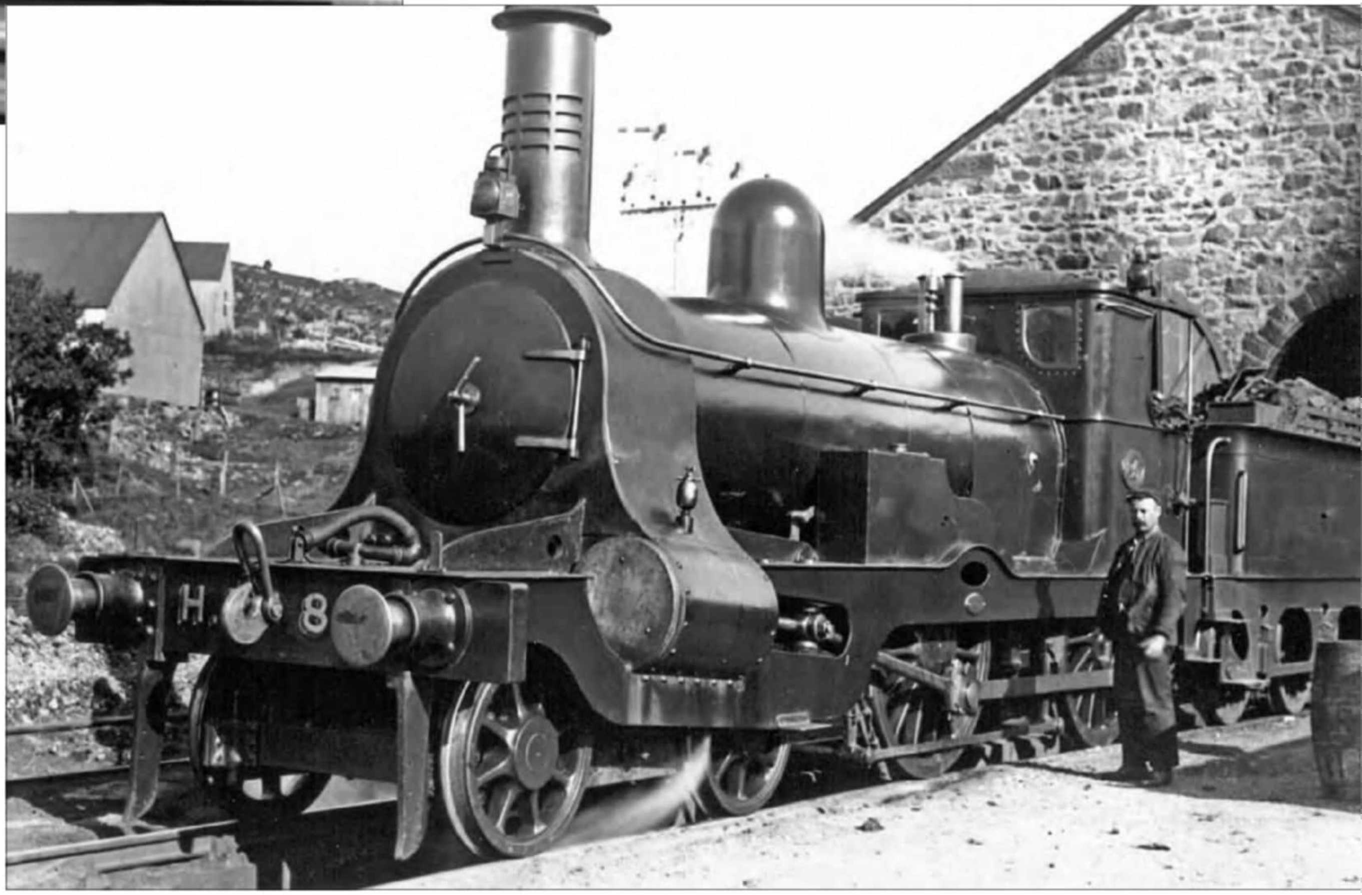


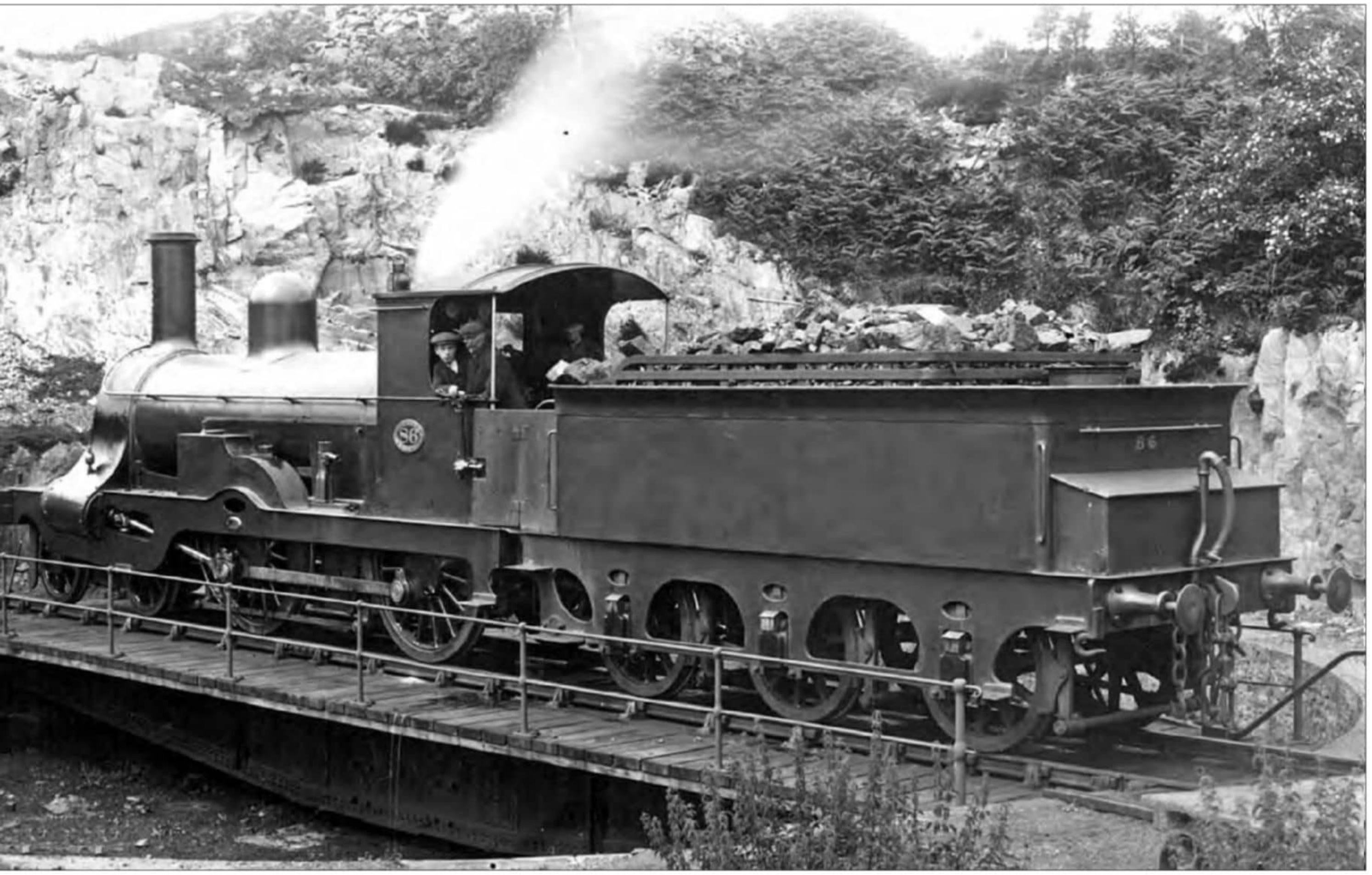
Left. 1898-built 14284 (HR No.34) looks every inch a goods locomotive in this image taken at Kilmarnock Works shortly before its final demise. The locomotive was the last and longest survivor of the Skye Bogies and was cut up in June 1930.

Bottom left. HR No.85 – renumbered to 85A in 1919 – stands at Kyle of Lochalsh with a train for Dingwall and Inverness. Date unknown.

Below. No.85 is pictured here in unlined black livery at Inverness shed, date unknown. HR policy was not to name the Skye Bogies as they regarded them as, at best, mixed traffic locomotives. The locomotive never carried a LMSR number, and was withdrawn in 1923.

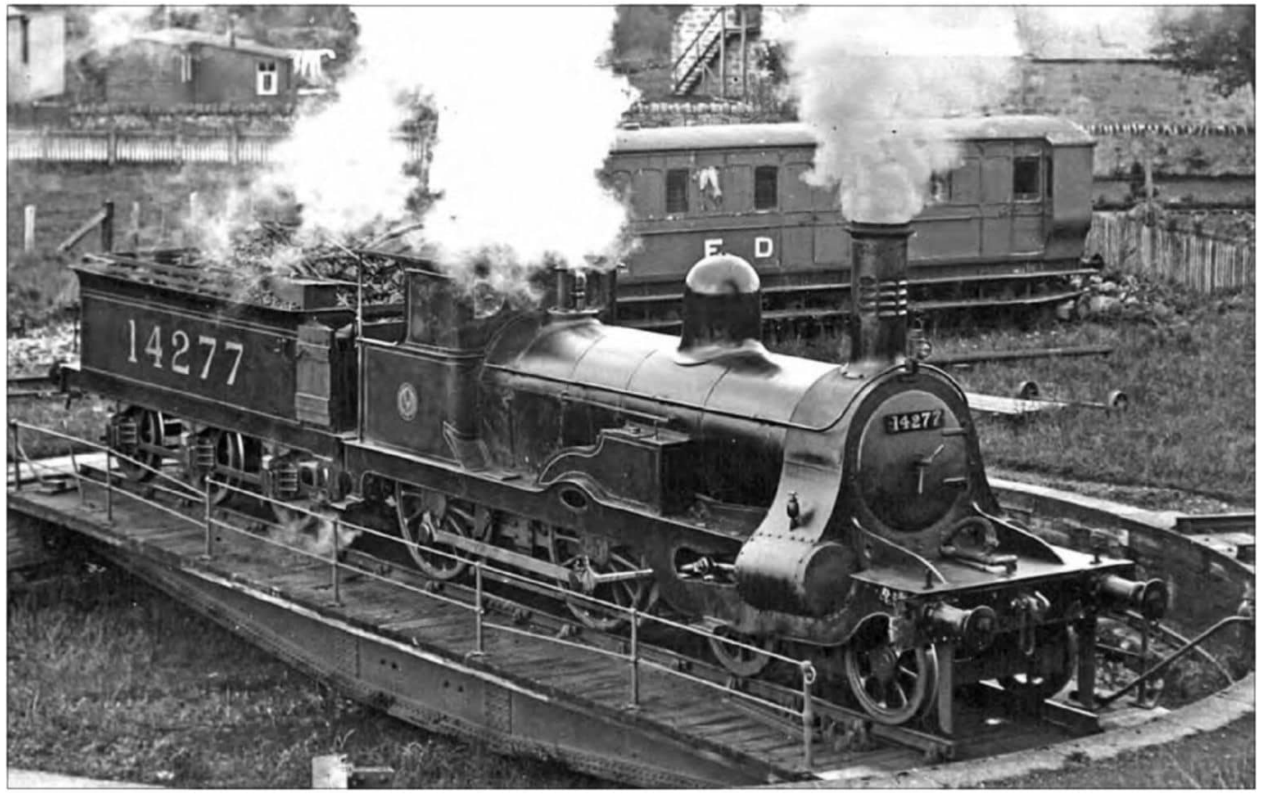


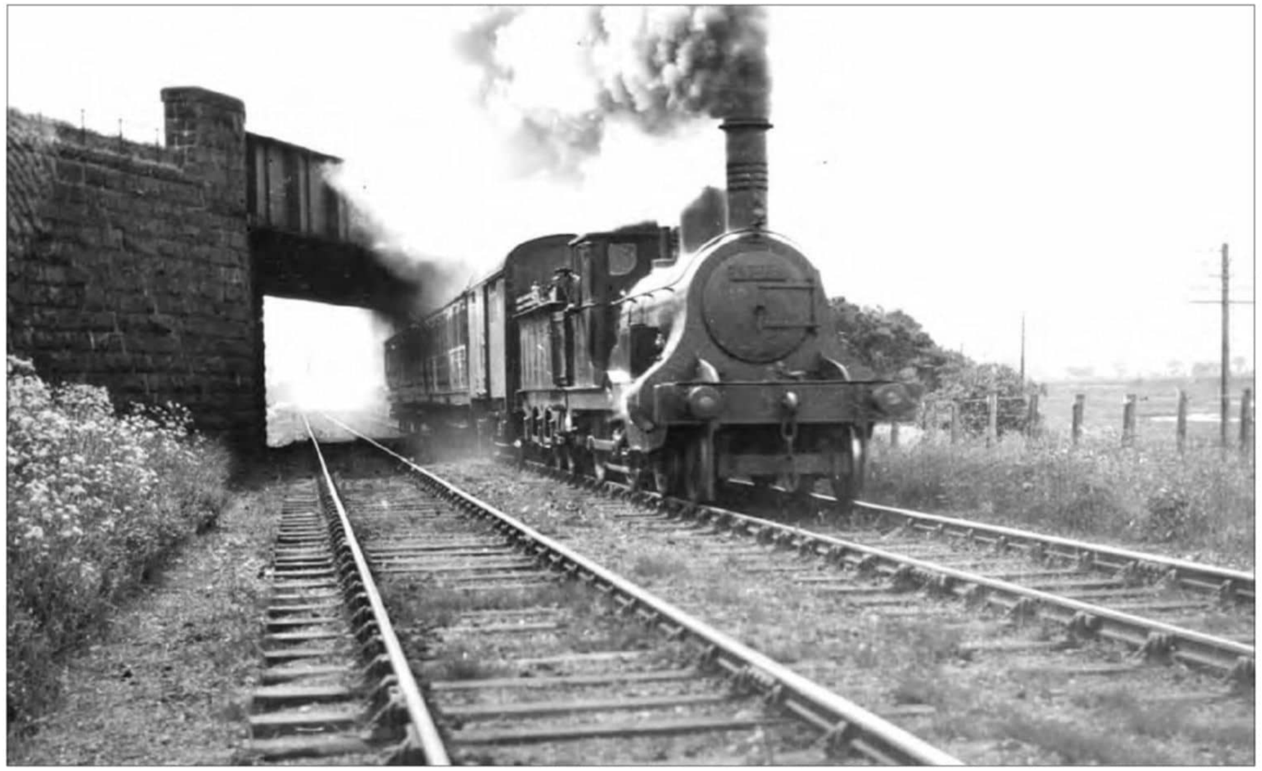




No.86 is seen on the turntable at Kyle of Lochalsh carrying an unlined olive green livery, and with metal cab doors fitted. It was renumbered to 14279 by the LMSR and withdrawn in October 1927.

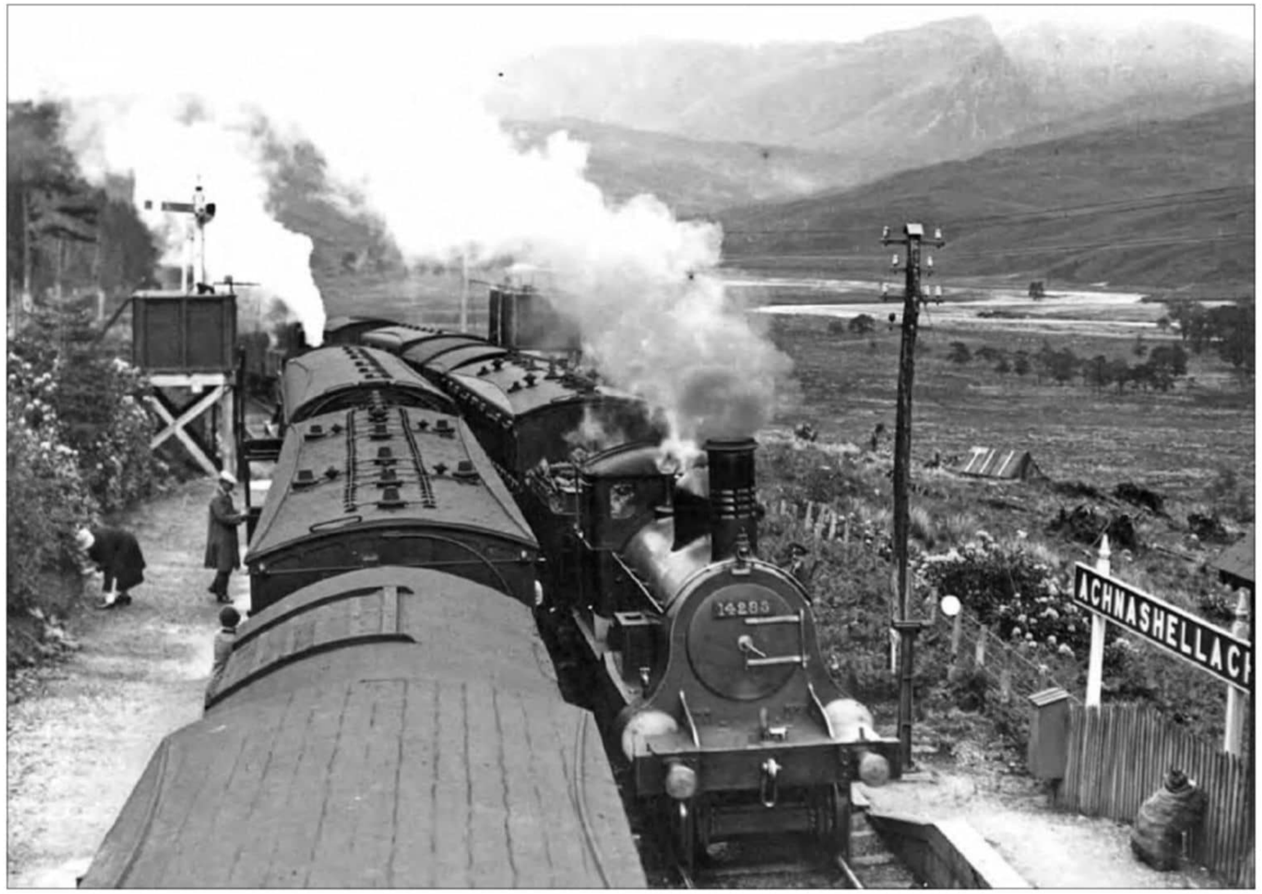
LMSR No.14277, initially numbered 70, seen in full maroon livery on the turntable at Kyle of Lochalsh. Note the louvred chimney and tender fitted with coal rails.





LMSR No.14283 was delivered as No.6 in 1897, and renumbered 33 in 1899. The locomotive is pictured here departing Inverness with a local passenger service to Keith.

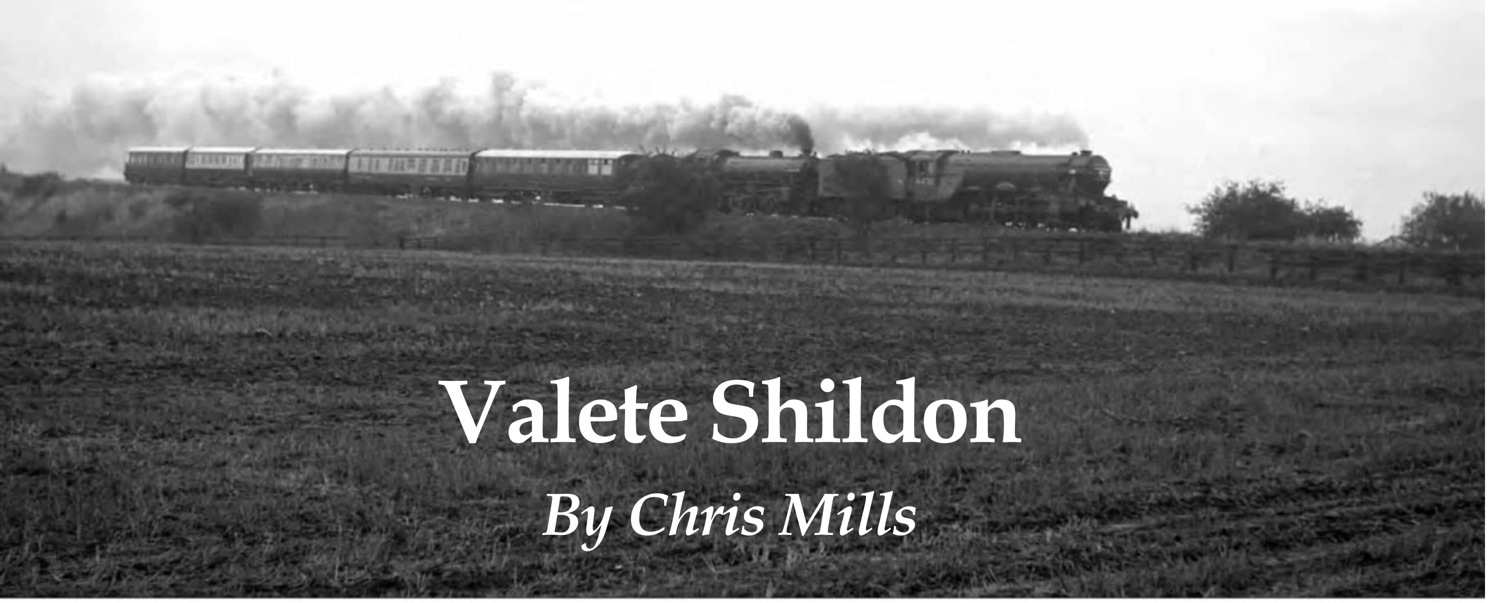
No.14283 is seen again with a Kyle of Lochalsh – Inverness train at Achnashellach on 20th June 1927. The station was privately opened by the Dingwall and Skye Railway in August 1870, primarily to serve Achnashellach Lodge near Loch Dughaill, but only opened to the public a year later, on 1st May 1871. The station survives still albeit much reduced, served by Scotrail Sprinters running between Inverness and Kyle. The passing loop at the station was removed in 1966, and the wooden station buildings removed a few years after, although the remains of the second platform are partially visible.



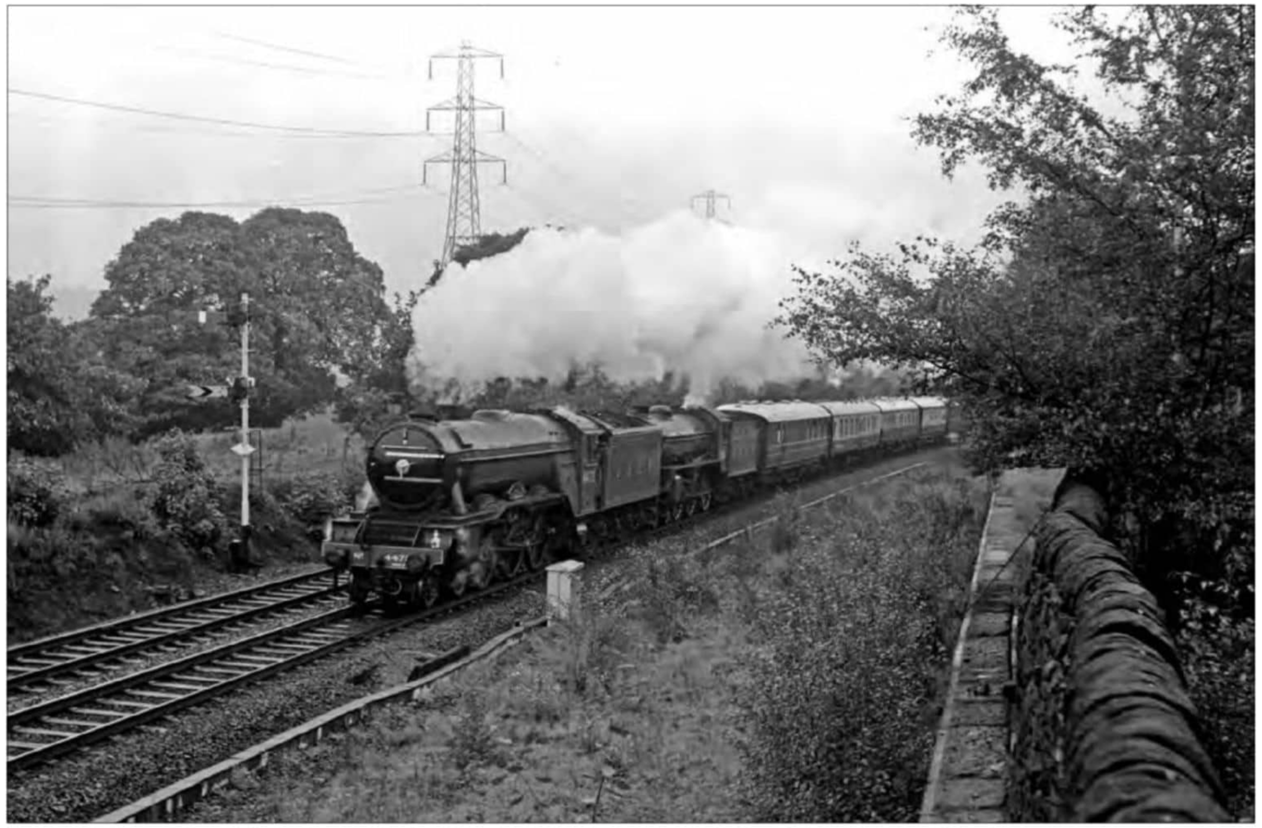
Valete Shildon

By Chris Mills

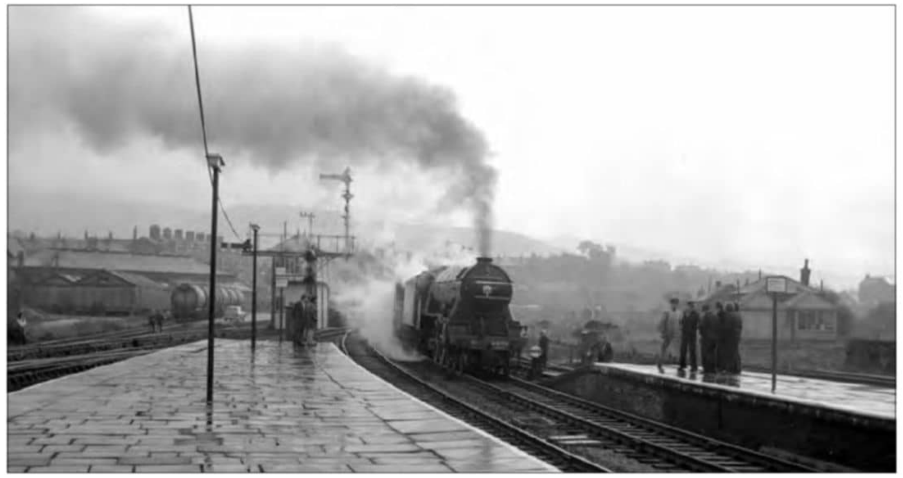
All good things eventually come to an end: as with the incessant flow of steam trains for Shildon, so with the articles for Guidelines! After the main events for Shildon there were the weekend mainline specials during September. In addition there was an exhibition in that genteel location in Yorkshire - Harrogate - home of the elderly and somewhat well off. For some reason that escapes me it was sponsored by 'Ben Sherman', not exactly a brand for elderly spinsters. That exhibition had been graced by 1000, Midland Compound, and a few of the preserved coaches from Carnforth. Those had been retrieved a few days previously by 4472 and 4771 from said location, having only just been sent back there. Once the Harrogate Show was over then the assorted stock, which needed to go back to Carnforth, was once again assembled. By then 4472 and 1306 were also available to head West, so they drew the short straw for a very wet journey. Now according to my notes this was Thursday 9th October, but it is possible it was the next day: after all this time, who knows (or cares). Whichever day; it started inauspiciously with a broken fan belt on the car, leaving just 55 minutes to cover the 80 miles to York. Thus Micklefield on the A1 seemed the best bet. With steadily increasing drizzle we then moved on to Thackley, where the local pigs were enjoying the mud. Fortunately the drizzle eased off to enable subsequent views to have shiny foregrounds but some colour to the skies, just in time for the sun to break through as the locos moved onto shed at Carnforth at lunchtime. Then back to work!



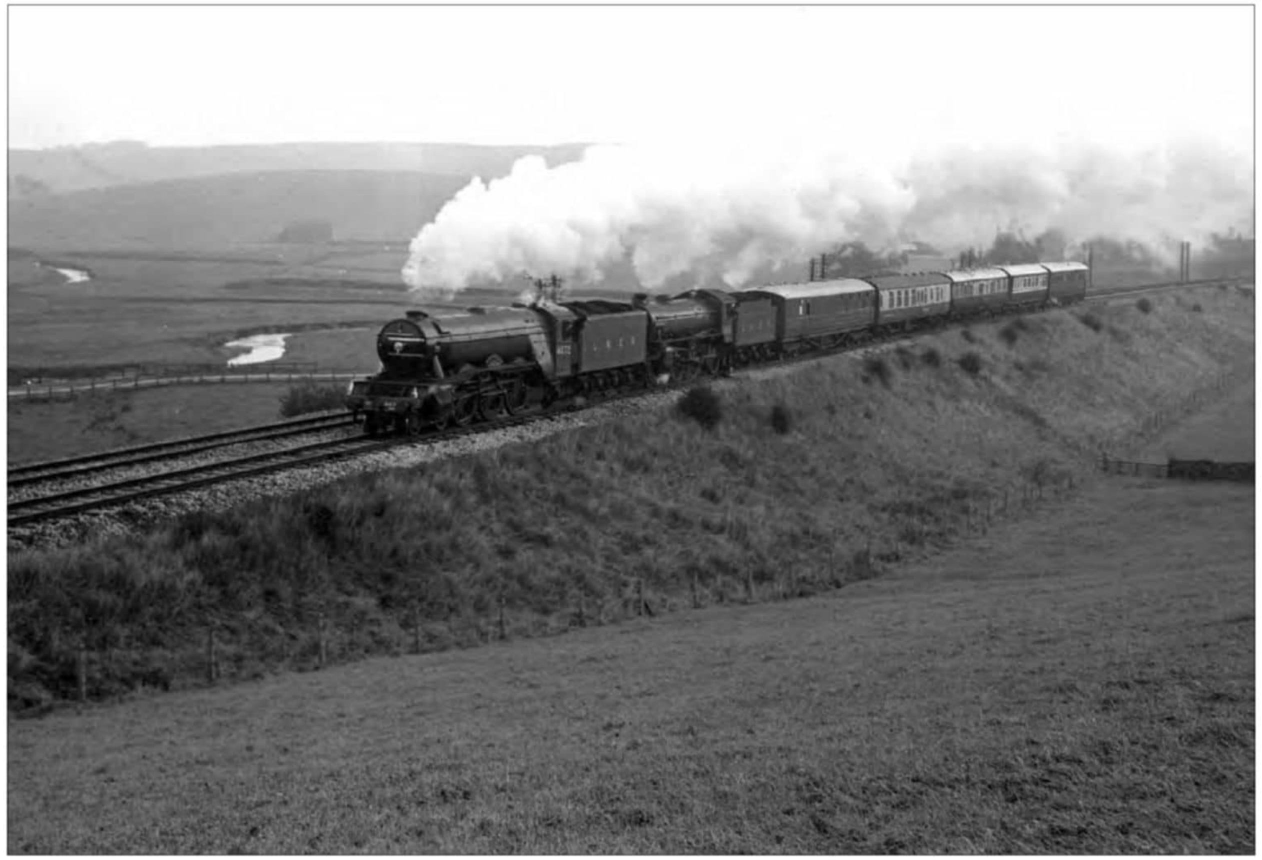
As mentioned in the main text, time was short so staying on the A1 and heading for Micklefield rather than trying and missing a shot leaving York was common sense. About halfway up the bank, on the 1 in 133 graded section, Coldhill Lane crosses the line on the road's way to Sherburn-in-Emlet. A field on the opposite side of the line to Milehill Cottages provides a nice viewpoint as the two locos do their best to match the colour and texture of their exhausts to that of the endless cloud. Sorry about the bushes but beggars can't be choosers and there was no time to carry out the usual 'trimming'. Still, it's a good view of all the coaching stock which had been at the exhibition. That decorative gable end just peering out between the bushes on the right is, I think, a garage outbuilding to the rear of the Milehill cottages.



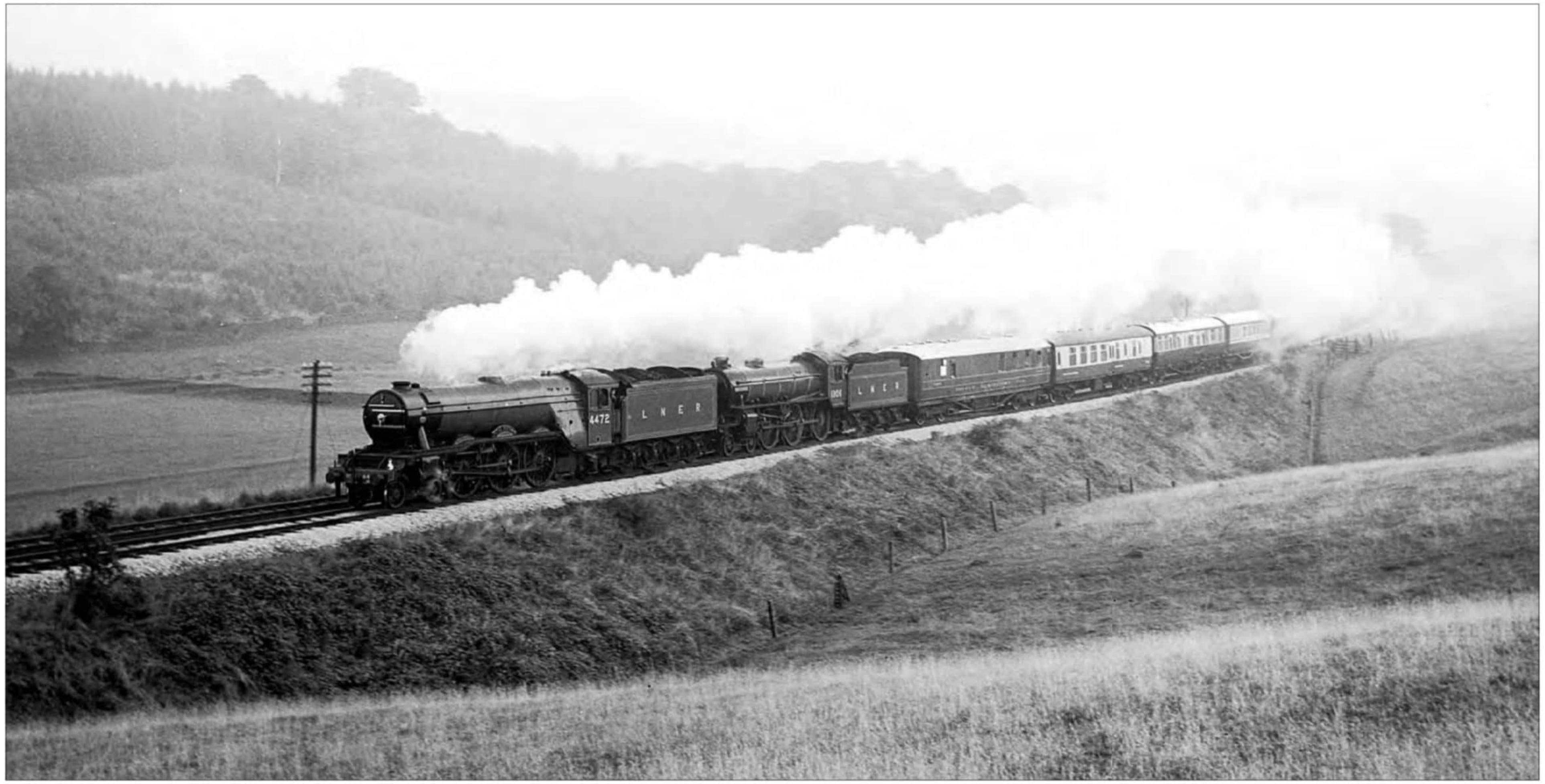
Thackley - pig country judging by those we met on the way to the photographic spot. The train has just left Thackley tunnel with the Shipley junction a mile ahead. This was a four-track section with twin bores through the tunnel, but the nearest lines have been lifted for some while. Beyond the train and behind the slight rise of the embankment down that side of the railway lies the Leeds and Liverpool Canal. That explains why the three mature trees appear to be strangely foreshortened, they extend several yards further downwards. I'm not sure what the ducting is, running hard up against the stone boundary wall on the right of the view. It looks like pre-cast concrete troughing, but with very roughcast lids. Conventional signalling troughing runs along close to the railway line. The overhead powerline behind the train is the 275kV link between Kirkstall sub-station and Bradford West, which goes underground shortly before it reaches the outskirts of Shipley.



Word seems to have got out in Skipton, as various small groups are taking an interest in events. Things aren't quite as they seem as the 'stop for inspection' was scheduled to be on the track leading into the station rather than in the platform, presumably to avoid taking on any unintended passengers. Over on the left is the goods yard and Skipton fuel oil depot, with tank wagons stood in one of the sidings: that area is today occupied by a Tesco. The area beyond the signalbox is where the original Skipton Station stood. The present station was built when the Lancaster line came into service and opened in 1876; the original one lasted up until 1967, serving a variety of other railway uses. Beyond the island platform to the right can be seen the old trackbed of the line up to Grassington and the southern end of the town spreads across the view under the grey mass of Skipton Moor visible in the murk of the distance.



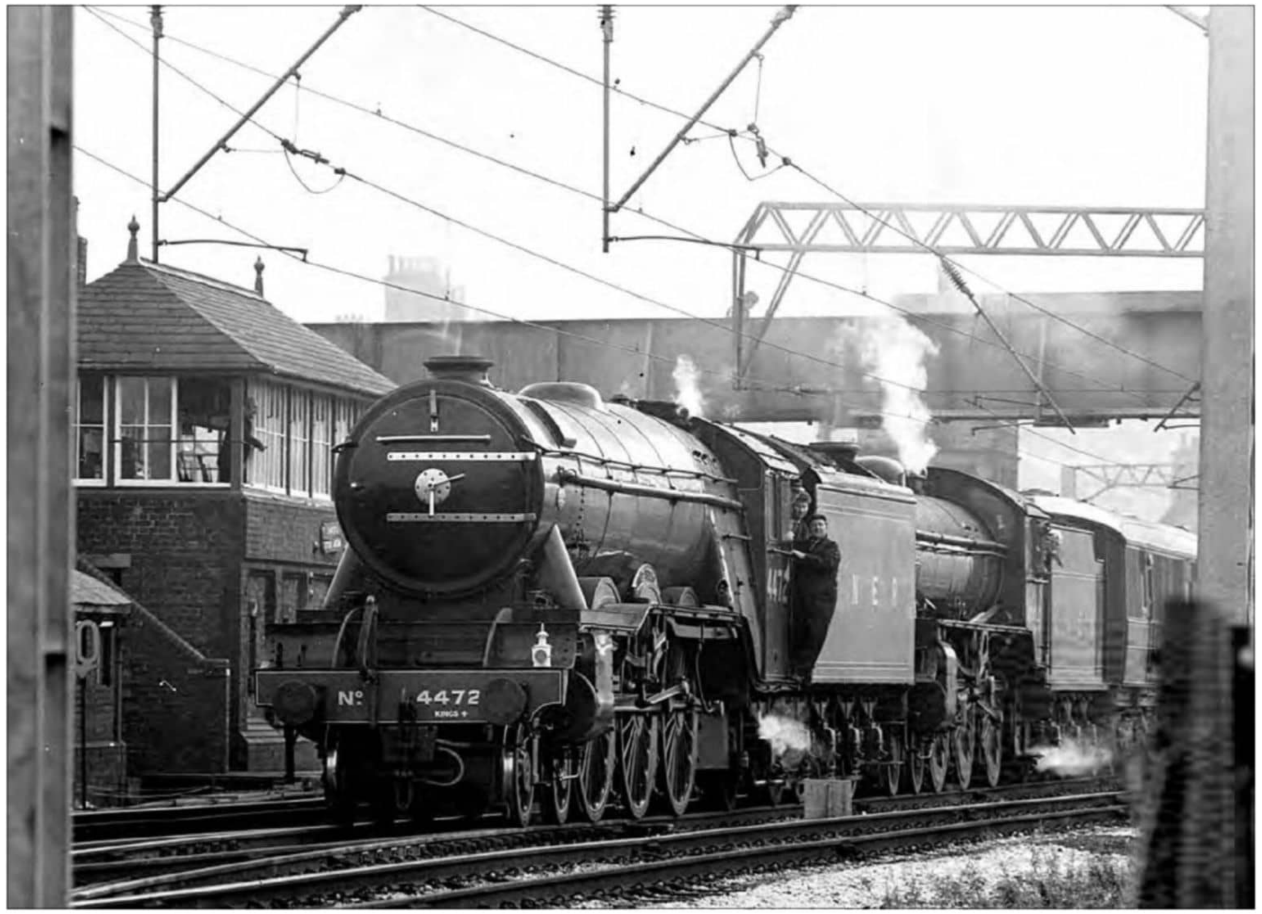
The weather did eventually improve a little and by Bell Busk it was even possible to see the nearest of distant hills (if that isn't a contradiction in terms). That nearest is Bark Hill and at its foot is the murky outline of a building, seen above the loco's bufferbeam. That is Bark Laithe barn, a very solid stone structure next to a bridge over a nearby beck. It is in the middle of nowhere: presumably built as a solid shelter for the sheep when severe weather hit the moors and it was too far to take them back to the farm. Similar buildings in the area but in more accessible locations have been converted to genteel second homes. The viewpoint is just to the western side of Bonbar Farm; the water glinting in the background is the Otterburn Beck winding its way across the valley, in front of which is the fencing along the minor road from Otterburn to Bell Busk. Over to the right behind the railway can be seen the roofs and chimney pots of the hamlet Rowen Flatt. You can tell this is a Midland main line by those characteristic double pole telegraph poles (they do help identify general locations when one is trying to add text to photos taken some 50 years ago - the secondary line beyond Clapham to Carnforth has only single poles!).

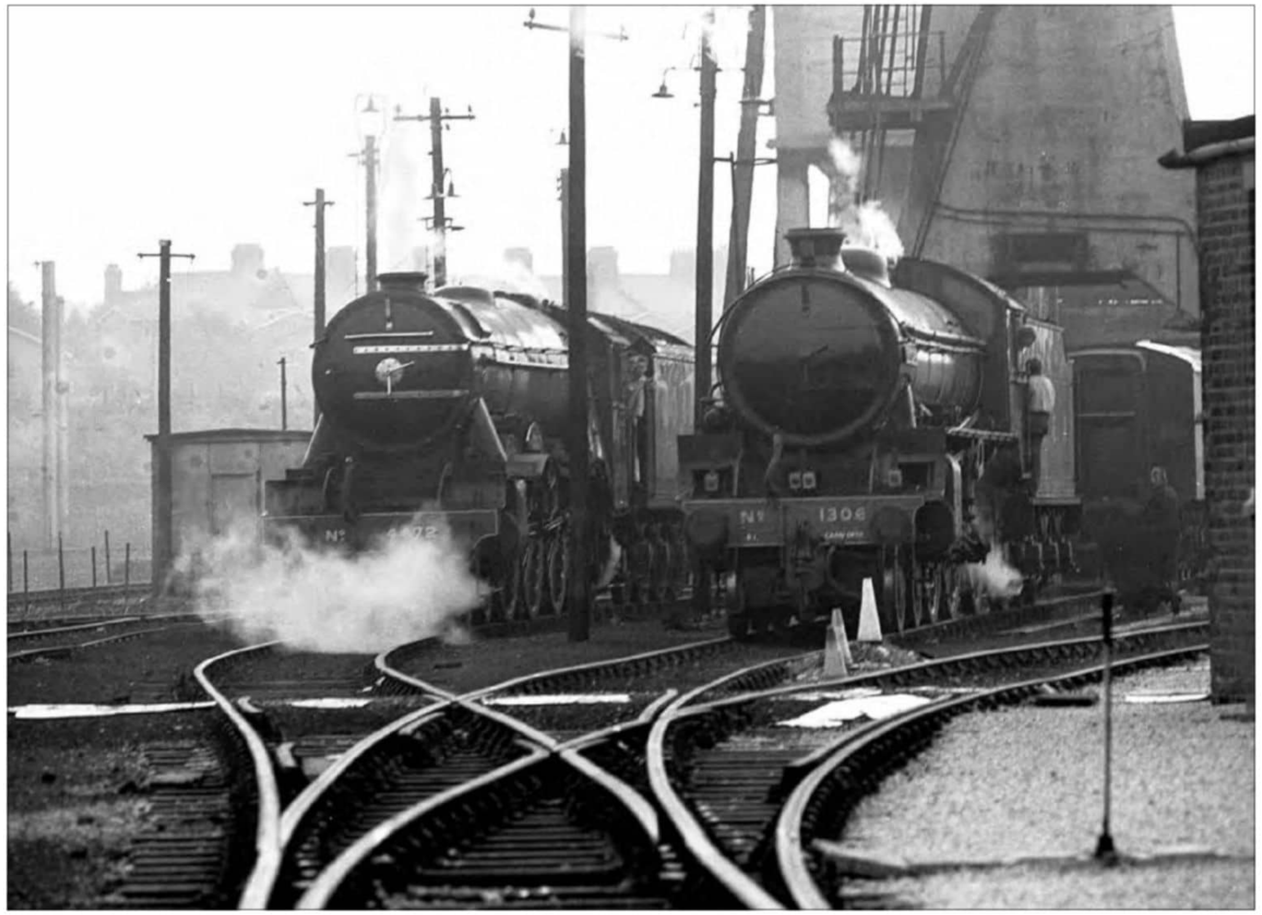


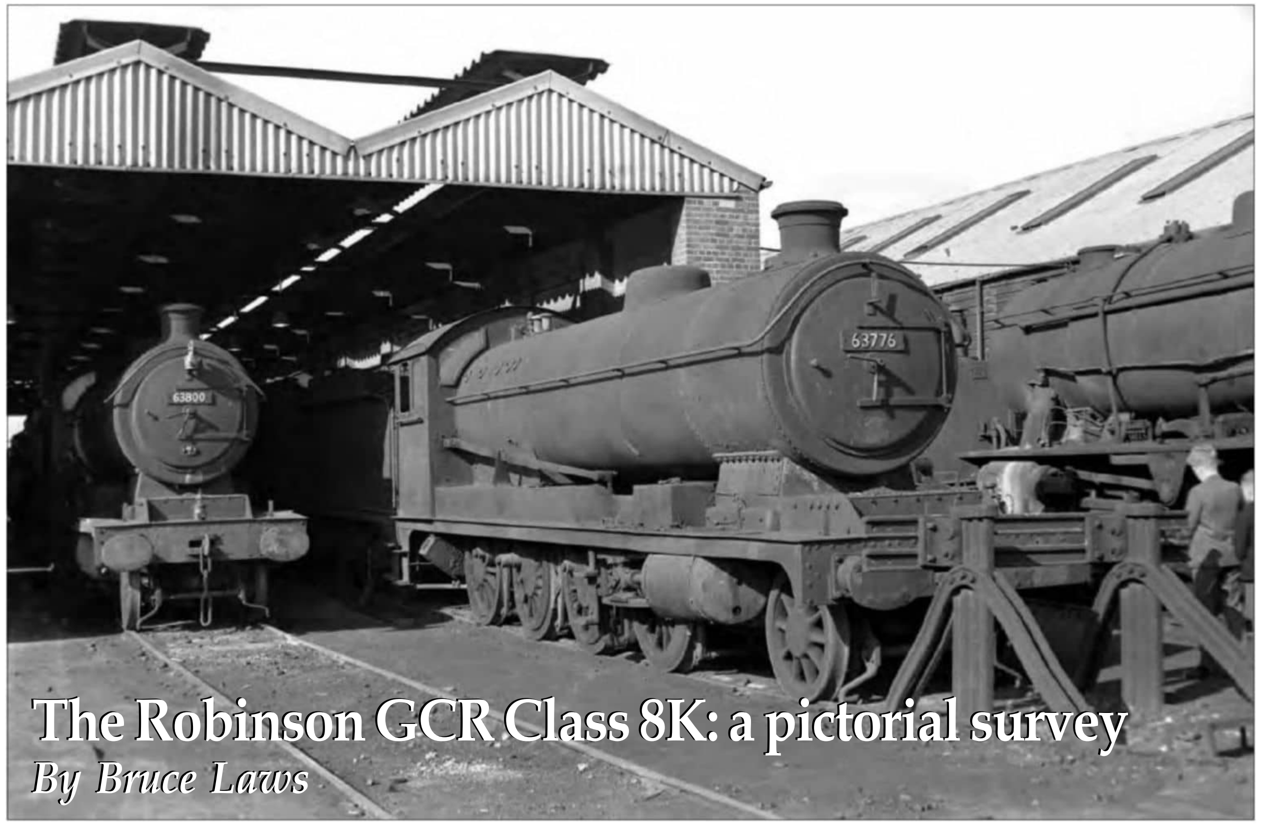
Left. Oh! We now just have single poles to the telegraph system so we must be past Clapham (the proper one, not that funny place doon south). This took some identifying after 50 years. The location is Eldroth, which had a block post signal box roughly midway between Giggleswick and the junction at Clapham. The box is about half a mile in front of the train, which has just topped the climb to Giggleswick and is now accelerating away on the level. Access for photographers is there none - they have to do as the sheep do and run across several fields. The line isn't even visible from the nearest minor road, so this was a matter of faith in map reading that the location would be any good. That sharp dip in the landscape under the third coach is where a spring emerges and is promptly culverted under the railway. Beyond the railway fields rise gently up to the foot of Lawkland Hill Wood, with new planting in evidence on the lower slopes. Today those young trees are now mature forest (and those young photographers are now mature pensioners!).

Bottom left. Journey's end: the footbridge leads from the old Carnforth shed to Warton Road where it came out through a doorway in the stone wall. On arrival the train ran past on the direct link to the Barrow line before reversing round the west curve back past the locoshed and towards the station. The locos are now positioning the stock into the required location at the museum, with cabs rather overfull of enthusiasts. The view is taken from opposite the turntable, to the right off-view. The two overhead gantries mark the end of the electrified spur from the main line through the Barrow line platforms at the station. Note that now the trip is over the sun is fully out and shining. The main consolation was that the cafeteria at Steamtown Museum provided excellent quality lunches (yes - still only that early in the day).

Below. Having disposed of the carriages the two locos moved onto the shed to take coal and water ready for their next exploits. York had clearly done a good job of cleaning as they are both still spotless and gleaming. I do like the cones marking a small pile of ash, with the all-white cone highlighting (sorry!) the highest peak - nothing else in a railway yard, of course, over which one could trip up. I'm surprised the Health and Safety Manager hasn't put barriers down the side of the slightly raised wooden walkway, or massive cones over all point levers. Hanging on the outside of a moving locomotive is, of course, perfectly acceptable. It's interesting that, according to the setting of the nearest point blades, 4472 went on first followed by 1306. Since that loco was behind 4472 you would have expected it to back down to the coaling tower first rather than 4472 having to find a way past it. Some form of social hierarchy still present seventy years after the LNER ceased to exist?







The Robinson GCR Class 8K: a pictorial survey

By Bruce Laws

04/8 Class 2-8-0 No.63776 seen after withdrawal at its home shed of Langwith Junction in 1963. Built in April 1918 as a Class 04/3 by the North British Locomotive Works, Glasgow, for the War Department it was taken into LNER stock in February 1924 and rebuilt to 04/8 specification (B1 type 100A boiler but retaining its original cab) in April 1955. Withdrawn from Langwith in December 1962 it was scrapped at Gorton. ***(Author's Collection)***

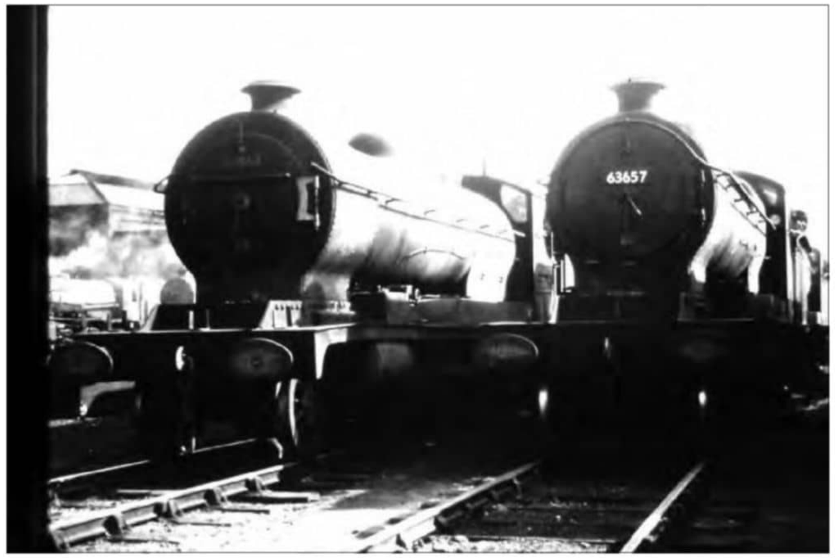
The great twentieth century locomotive engineer John G Robinson is chiefly remembered for his tough and capable Great Central Railway (GCR) Class 8K and 8M 2-8-0 goods locomotives. Robinson accepted that it was his finest project. The 8K proved to be one of the most successful British steam engine designs of the 20th century. It was adopted by the UK Government for military purposes during World War I and World War II, seeing use overseas in France, China, Australia, Egypt, Libya, Russia, Lebanon, Syria, and Iraq. Counting wartime production for the British Army Railway Operating Division (ROD) and the post-war GCR Class 8M, the class and its derivatives totalled 666 locomotives built by the Great Central Railway, North British Locomotive Company of Glasgow, Robert Stephenson & Co. of Newcastle, Nasmyth Wilson & Co. in the Patricroft area of Salford, Greater Manchester, and Kitson & Company of Leeds.

The Great Central's successor, the London & North Eastern Railway eventually held some 400 of the type in its ownership. As the LNER Class 04, it turned out to be the most numerous of LNER heavy freight locomotives. The LNER specimens experienced many rebuildings and reboilerings, comprising no less than eight sub-classes over the years but many survived in their original form until British Rail withdrew them in the 1960s. The locomotive could also be found in the service of the Great Western Railway , which purchased 80 examples, 'westernising' the best of their engines by fitting them out with copper fireboxes, Swindon style top feed and brass safety valve housings and painting them GWR standard green. The London & North Western Railway acquired 30, and the LNWR's successor, the London, Midland & Scottish Railway bought an additional 75 and kept them in use until the early 1930s.

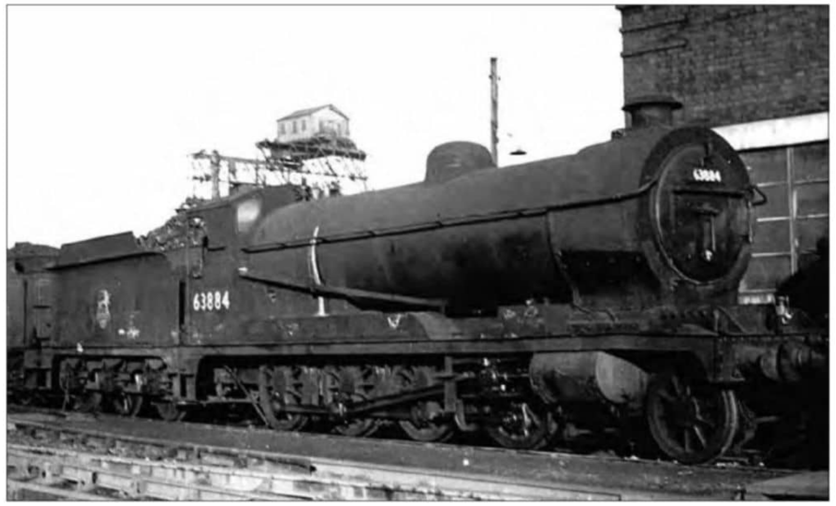
A single pre-war GCR 8K (LNER 04/1) is preserved in the UK in the national collection of the National Railway Museum, at present located on the heritage Great Central Railway at Loughborough, Leicestershire. This is GCR No.102, renumbered initially by the LNER as No.5102, renumbered in 1946 as No.3509, again to No.3601 in 1947 and finally wearing BR No.63601. This locomotive was erected at the GCR Gorton works in January 1912 as part of the first order for twenty 8Ks. The engine went first to Gorton on 14th March 1912 after which allocations to Sheffield, Mexborough, Barnsley, Doncaster, Frodingham and Immingham followed. Its endurance into the last days of steam in essentially its 1912 form, together with some of its contemporaries, is an acknowledgement of the excellence of the original design and build. As an example of one of the most effective steam locomotive designs ever, and one of the last three 8Ks remaining with a Belpaire boiler, No.63601 was selected for preservation in 1960 soon after its last general overhaul. It was withdrawn from Frodingham (36C) in June 1963.

Three 8K examples built for the ROD, Nos.20, 23 and 24 (ROD Nos.1984, 2004 and 2003), have been preserved in Australia. J A Brown & Company, an Australian coal mining and shipping firm, purchased thirteen former ROD 8Ks between 1925 and 1927 for their Richmond Vale Railway where the engines hauled heavy coal trains over the Sugarloaf Range of hills and mountains and across the Hexham swamp. The private railway linked Brown's Pelaw Main and Richmond Main collieries to the loading staithes on the at Hunter River at Hexham, a suburb in the City of Newcastle, New South Wales. No. 1984 was built in 1918, and was loaned to the Lancashire & Yorkshire Railway and London & North Western Railway during the period November 1919 to August 1921, before being sold to J&A Brown in 1925. No. 1984 is believed to have been last steamed in 1967 when the network was cut back. Nos.2003 and 2004 were also built in 1918, No.2003 having served in France.

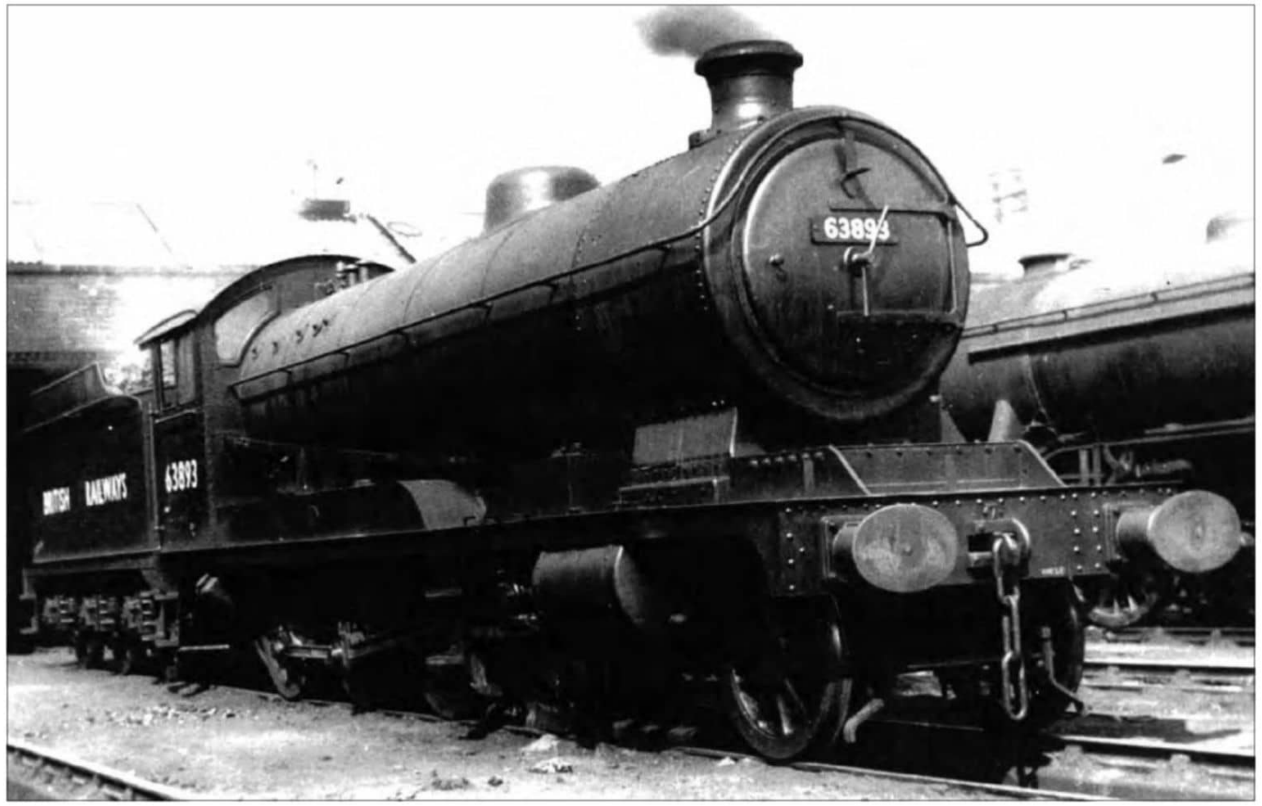
Top. **A three quarter view of two different sub classes - 04/3 No.63657 built for the ROD with steam brake only and no water scoop and 04/7 No.63860 featuring a reduced length 02 boiler (Diagram 15D), but retaining its GCR smokebox. Both seen at Colwick on 29th May 1960.** ***(Author's Collection)***

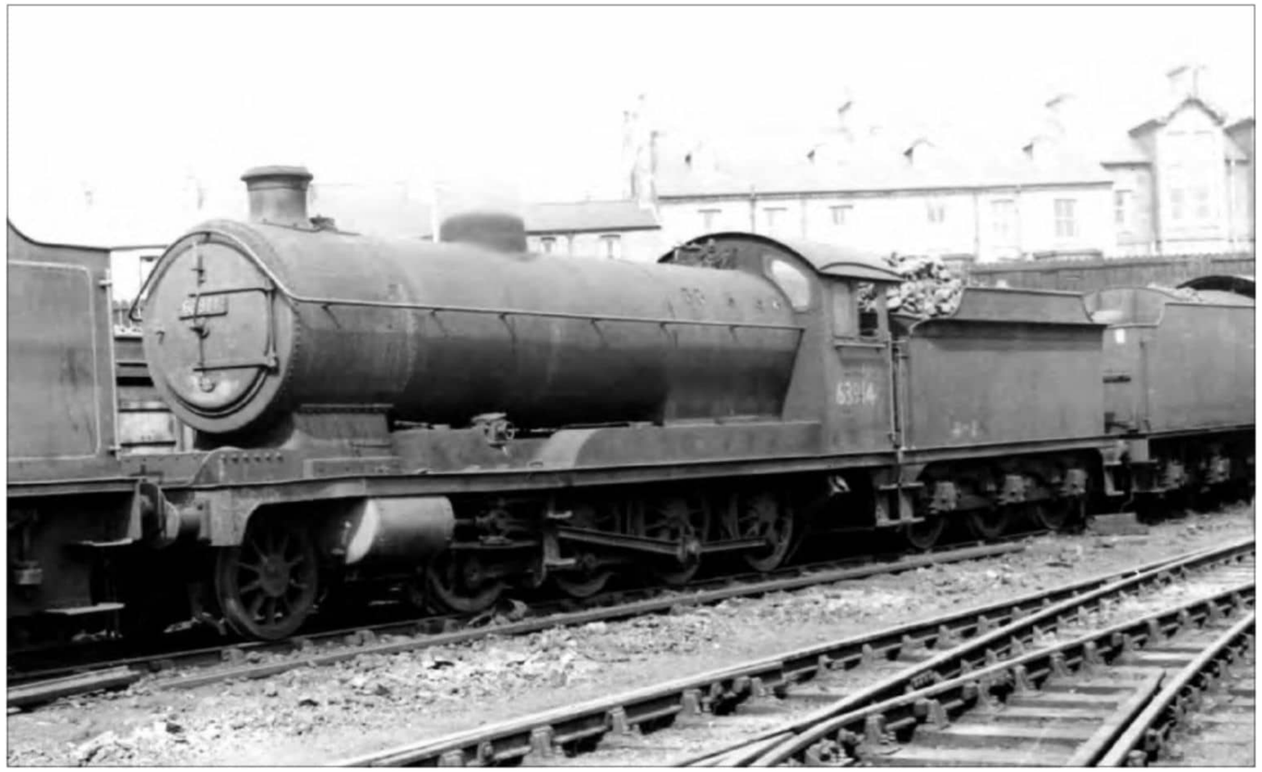


Middle. **04/8 2-8-0 No.63884 seen at Darlington. This locomotive was built to the Class 04/3 specification for the War Department at the North British Locomotive Company works in Glasgow in August 1919. It was rebuilt to 04/7 specification (shortened 02 type boiler but retaining GCR smokebox) in April 1940 and again to 04/8 specification (100A B1 type boiler retaining original cylinders) in February 1957. It was withdrawn from Frodingham in June 1964 and scrapped by T W Ward at Beighton.** ***(Author's Collection)***



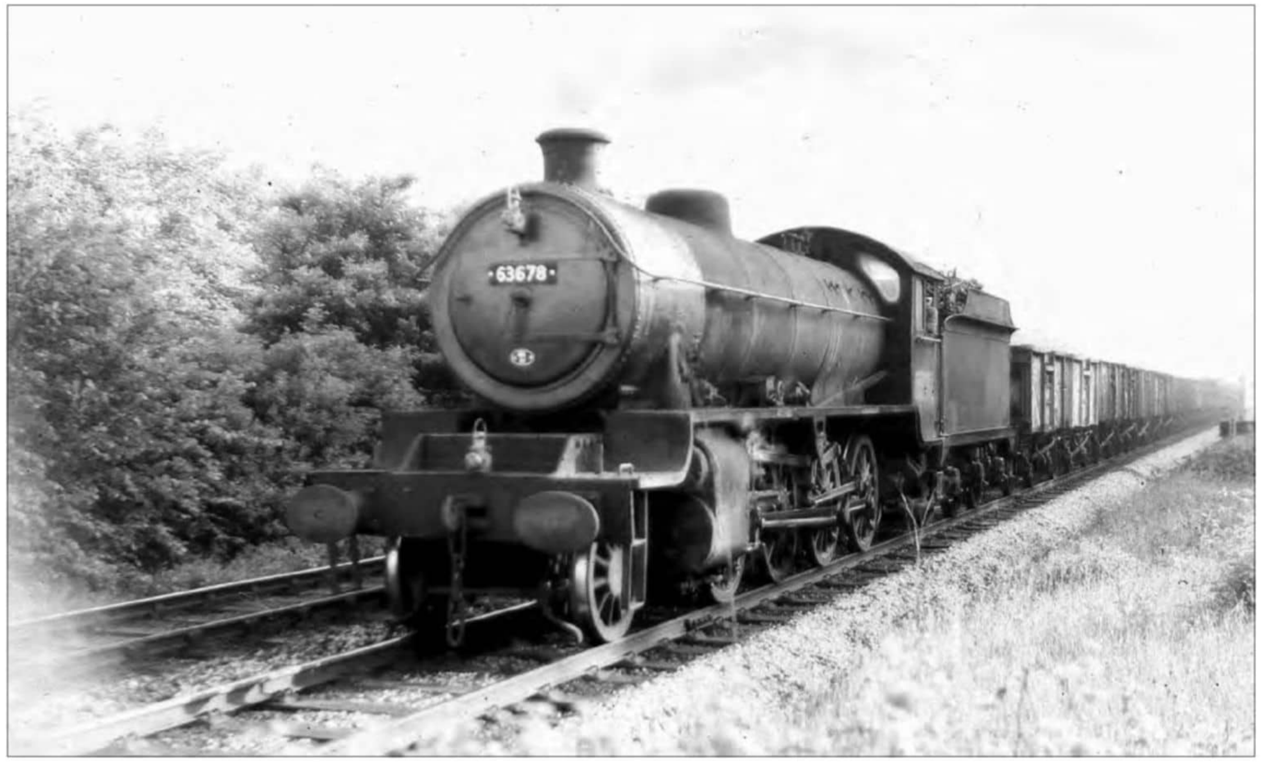
Bottom. **Class 04/8 No.63893 (at Gorton?) This locomotive was built to the Class 04/3 specification for the War Department at the North British Locomotive Company works in Glasgow in June 1919. It was loaned to the LNWR in September 1919 and taken into LNER stock in May 1924. It was rebuilt to 04/8 specification (B1 type 100A boiler but retaining its original cab) in December 1944, withdrawn from Langwith Junction in June 1965, and scrapped by T W Ward at Beighton.** ***(Author's Collection)***

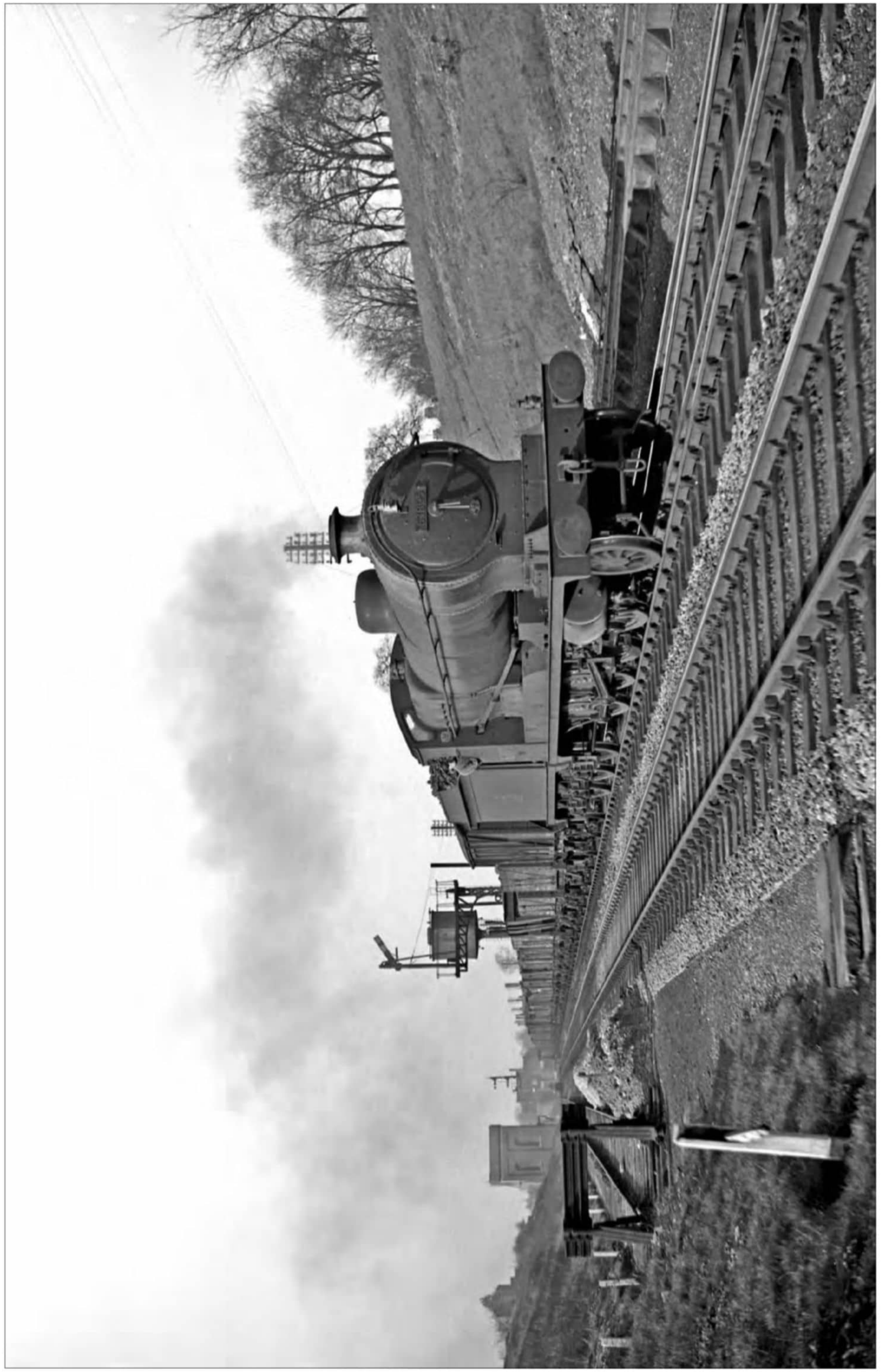




Class 04/8 No.63914 at Retford Shed 29th June 1964. This locomotive was built in September 1919 at the Great Central Railway's Gorton Works as a GCR Class 8M (LNER Class 05) having a larger (5ft 6in) boiler than the 8K. This boiler was a shortened version of the boiler used on the GCR B2 'Sir Sam Fay' class with a 28-element superheater fitted. The locomotive was rebuilt to 04/6 specification in August 1926 retaining its higher, widened cab. BR Nos.63914-20 had side windows. All their cabs were eventually reduced in height. The engine was rebuilt again to 04/8 specification (100A B1 type boiler retaining original cylinders) in July 1955. It was withdrawn from Retford GC in May 1964 and scrapped at Ridleys Bulwell Forest in August 1964. ***(Author's Collection)***

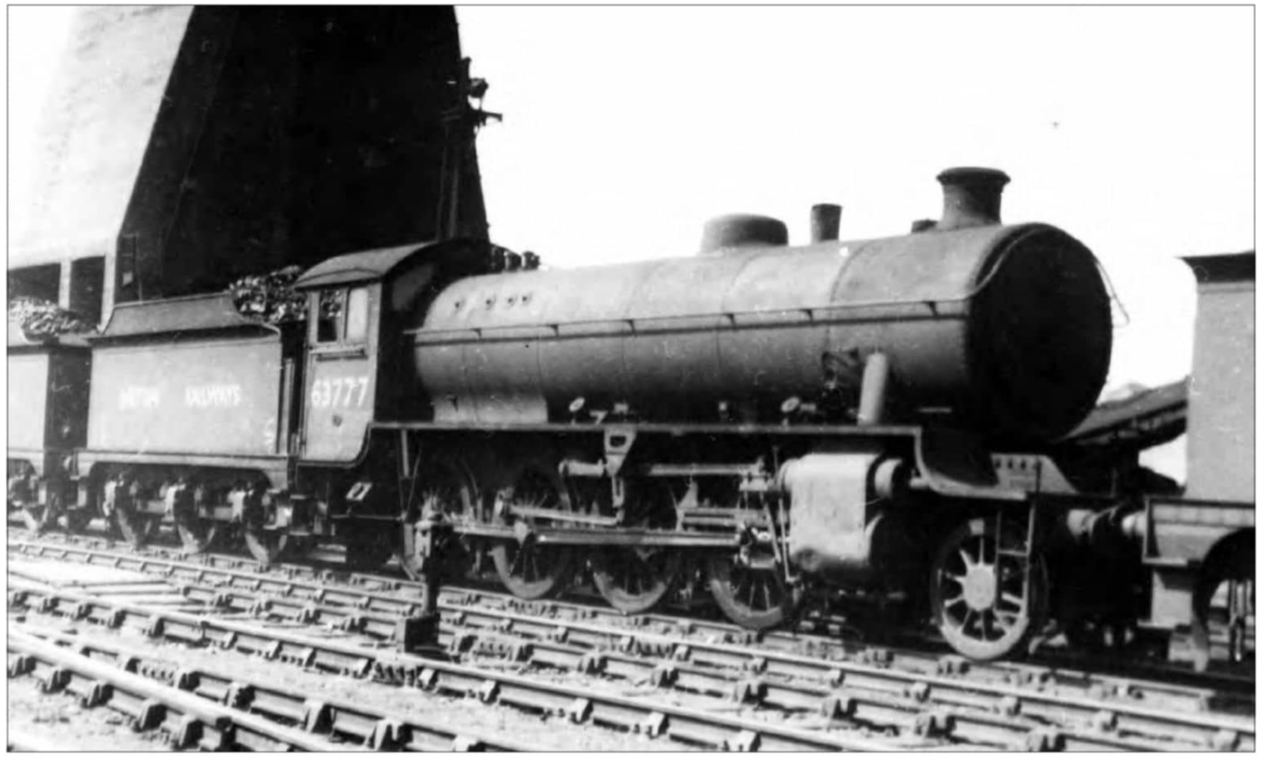
The final rebuild of the 04 Class 2-8-0 was by Edward Thompson for the LNER from 1944. Here we see 01 Class 2-8-0 No.63678, built at Gorton as class 04/1 in May 1912, and rebuilt to Class 01 at Gorton in December 1944 with 100A boiler, Walschaerts valve gear, and new cylinders. The 01s had a much more contemporary form and looked like a 2-8-0 form of the B1 class. Their tractive effort was 35,520lbf. 63678 was withdrawn from Stavely GC in July 1963. The engine is seen on a mineral working at Colwick Woods probably during its allocation to nearby Annesley from November 1950 to February 1957. ***(Author's Collection)***





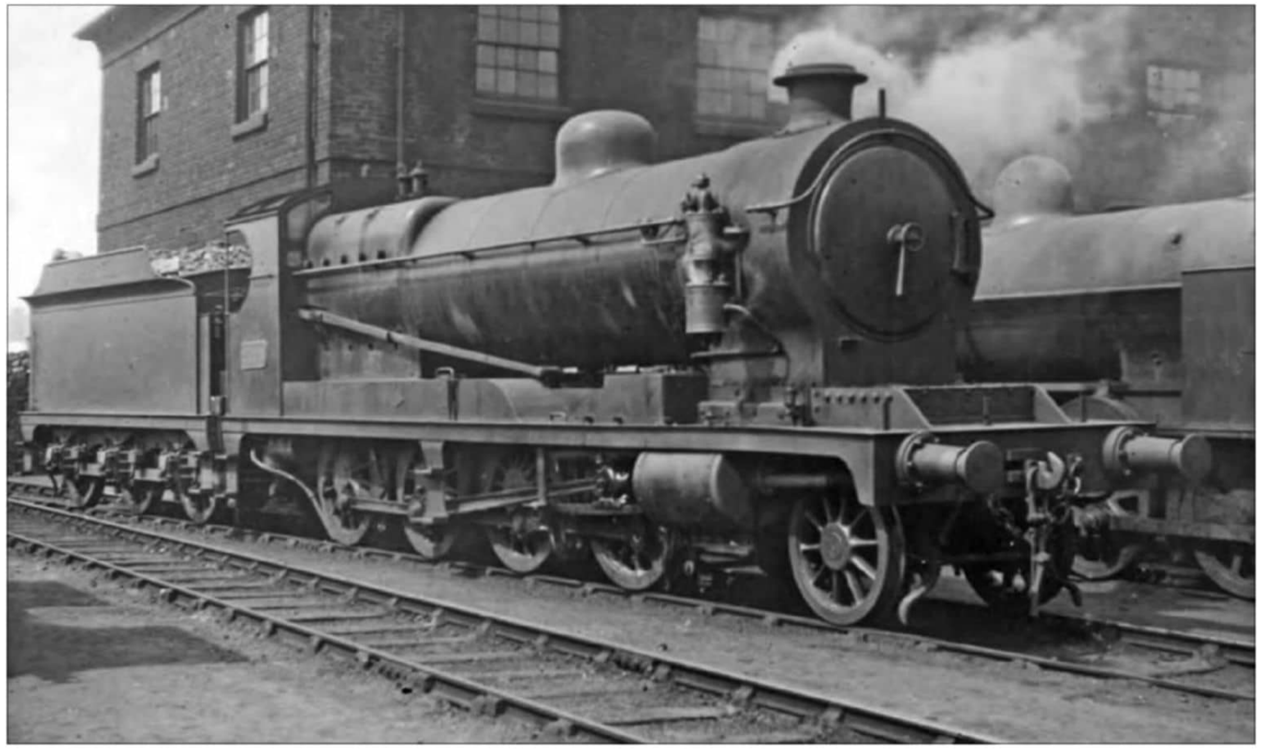
Class 04/3 2-8-0 No.63895 shown on an up freight passing Rugby Central in March 1950 ***(Rail Archive Stephenson)***

2165451

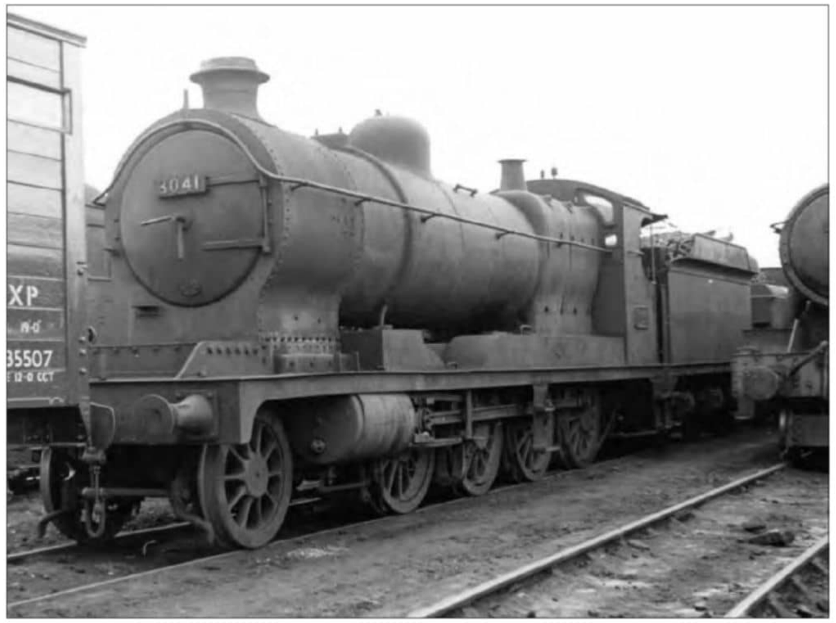


Class 01 2-8-0 No.63777 seen in early British Railways days. Built by the North British Locomotive Company, Glasgow, in September 1912 as an 04/1, this was an Annesley engine from new until October 1940 when it was transferred to Colwick until January 1944, rebuilt to 01 specification in November 1946 (100A boiler, Walschaerts valve gear, and new cylinders), and returned to Annesley again in October 1950 from where it was withdrawn in October 1962. Location unknown - the coaling plant is not Annesley or Colwick. *(Author's Collection)*

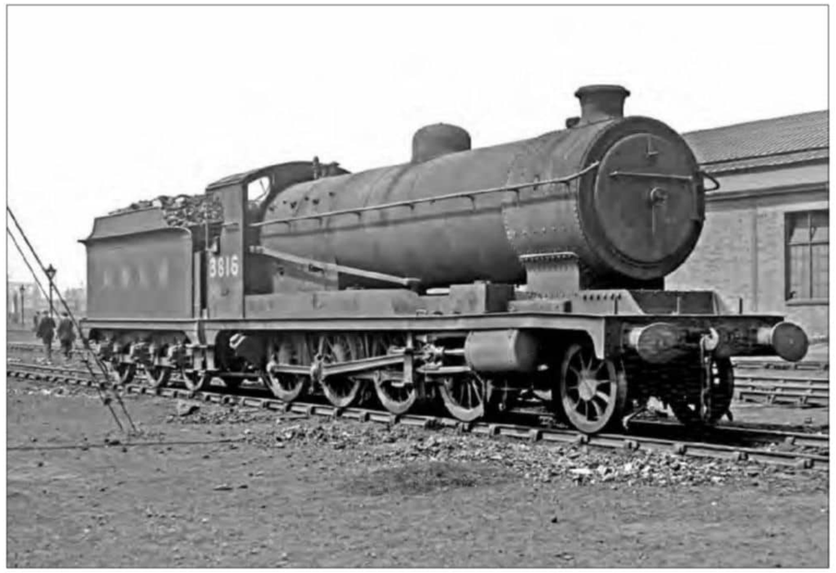
LNWR Class MM 2-8-0 No.2109 at Shrewsbury. The LNWR bought 30 of these ex-ROD Robinson-designed GCR 8Ks after the First World War. The LMS bought another 75 of the class in 1927 – allegedly for their tenders - mainly used on 'Claughtons' but also on smaller 4-4-0 and 4-6-0 locomotives. Thirty, without their tenders, were resold to China, and 25 were scrapped leaving the remaining twenty in service. However, the ROD's range of operations on the LMS was restricted by its high axle loading. Withdrawals began in 1928 and the last was withdrawn from service by 1933. Locomotives built for the War Department/ ROD were essentially to the same design as the GCR's 8K, differing only in minor details, such as the fitting of Westinghouse Air Brakes (brake pump mounted on the driver's side of the smokebox and air tanks beneath the cab) and the use of steel for the boiler tubes and inner firebox. I believe that certain 'adjustments' were also carried out by the LNWR including new chimney, dome, safety valves and whistle. It retains its ROD tender. *(John Alsop)*



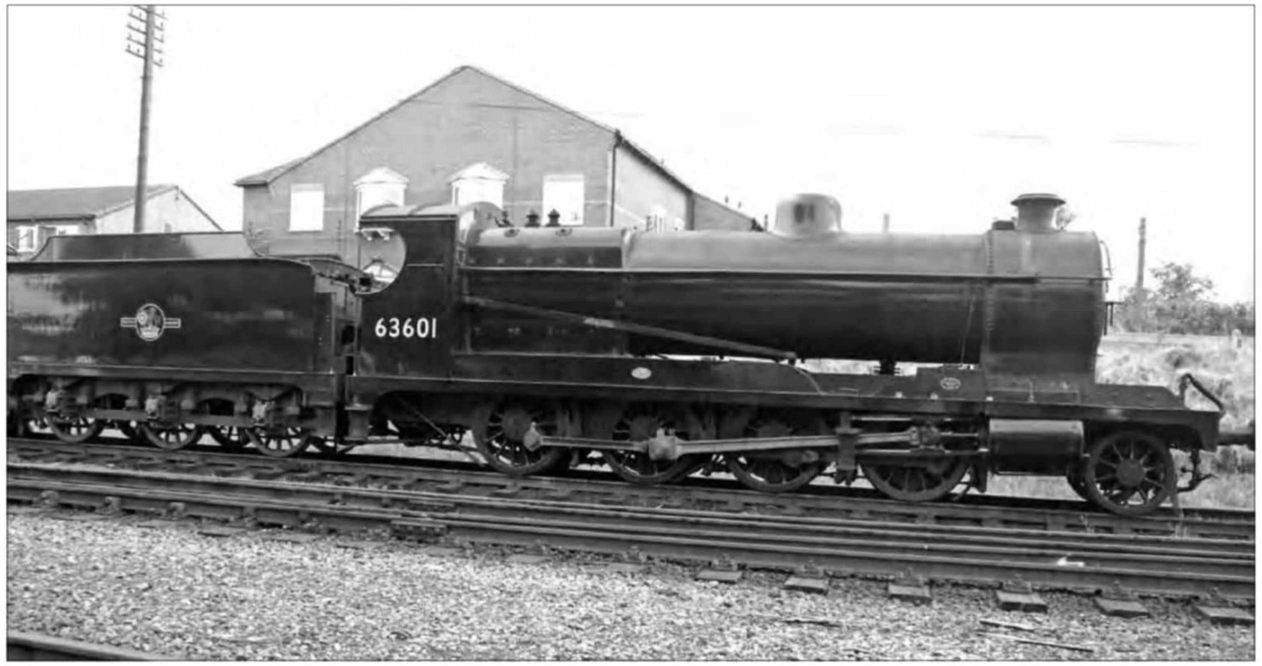
Top. GWR ROD Class 2-8-0 No.3041 pictured at Swindon, 11th March 1958 showing clearly the 'swindonisation' of the Robinson 8K/ 04 including Swindon style top feed and brass safety valve housings. This locomotive was built by North British Locomotive Company, Glasgow. After over thirty years good service it was withdrawn from 87G Carmarthen in April 1958 and cut up at Swindon the following month.
(Mike Boakes)



Middle. A rare image of one of only nine 8Ks in Class O4/5 configuration. This locomotive was built as a 04/3 by North British Locomotive Company, Glasgow, in June 1919 and taken into LNER stock in August 1927 as No.6606. It was rebuilt in September 1939 to 04/5 configuration with a shortened type 02 boiler and round-top firebox with the smokebox on a saddle, but retaining its original GCR-style cab. Renumbered 3816 in 1946 (63816 by BR), it was rebuilt again in December 1955 to 04/8 specification with new cab and Diagram 100A boiler (as used on Thompson's B1 4-6-0s). The locomotive is seen as No.3816 at Hull Dairycoates shed in July 1948. It was withdrawn from Colwick in January 1966 and scrapped at Cohen's of Kettering.
(Rail Archive Stephenson)



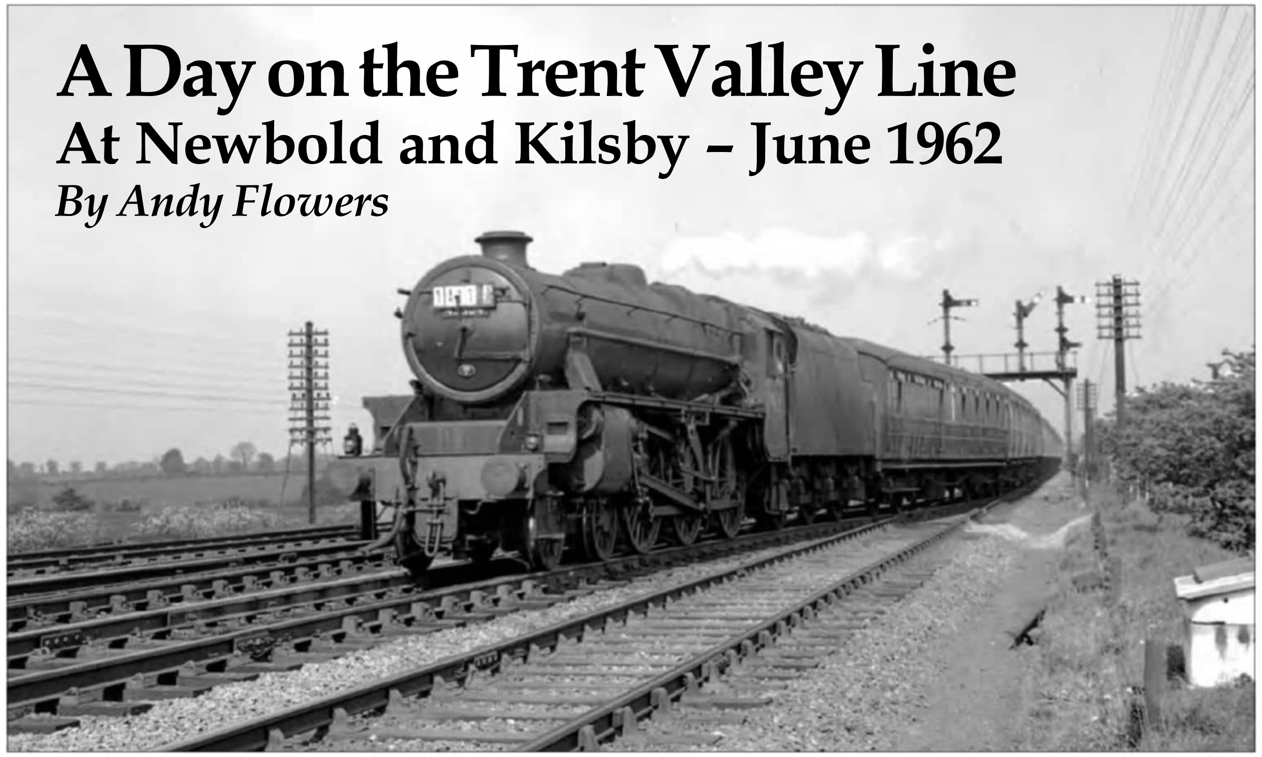
Bottom. The preserved 04/1 2-8-0 No.63601 seen at Loughborough and the heritage Great Central Railway on 31st August 2008. *(Author)*



A Day on the Trent Valley Line

At Newbold and Kilsby – June 1962

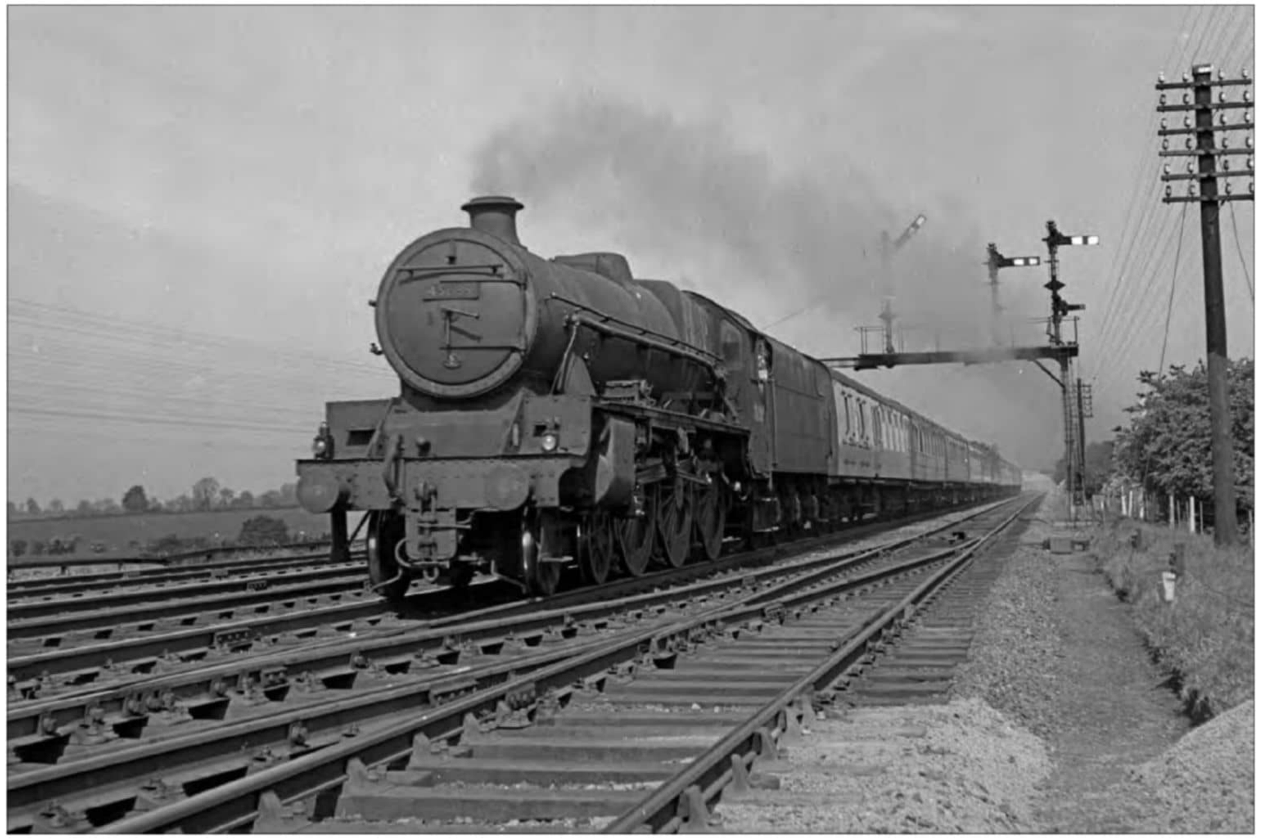
By Andy Flowers

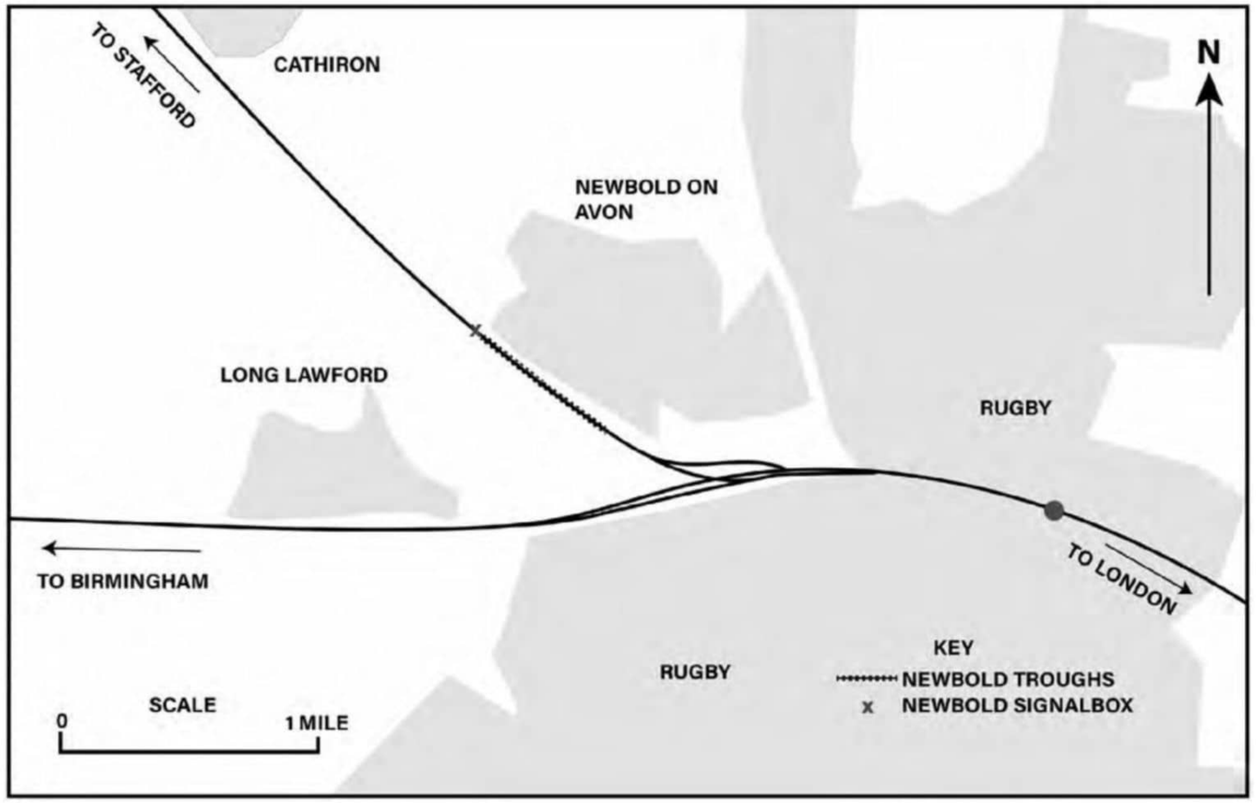


Newbold-on-Avon was an excellent location for lineside photography in the early 1960s, and was popular with enthusiasts around this time, during the transition from steam to diesel traction. Newbold-on-Avon itself is an area of Rugby in Warwickshire, located around 1½ miles north-west of the town centre. It was historically a village in its own right, but was incorporated into Rugby in 1932. Newbold troughs and signal box were opened in the 1860s, the signal box being the next box north-west of Rugby No. 7 box and the first box on the Trent Valley Line proper. The selection of photos shown were all taken by an unknown photographer around June 1962.

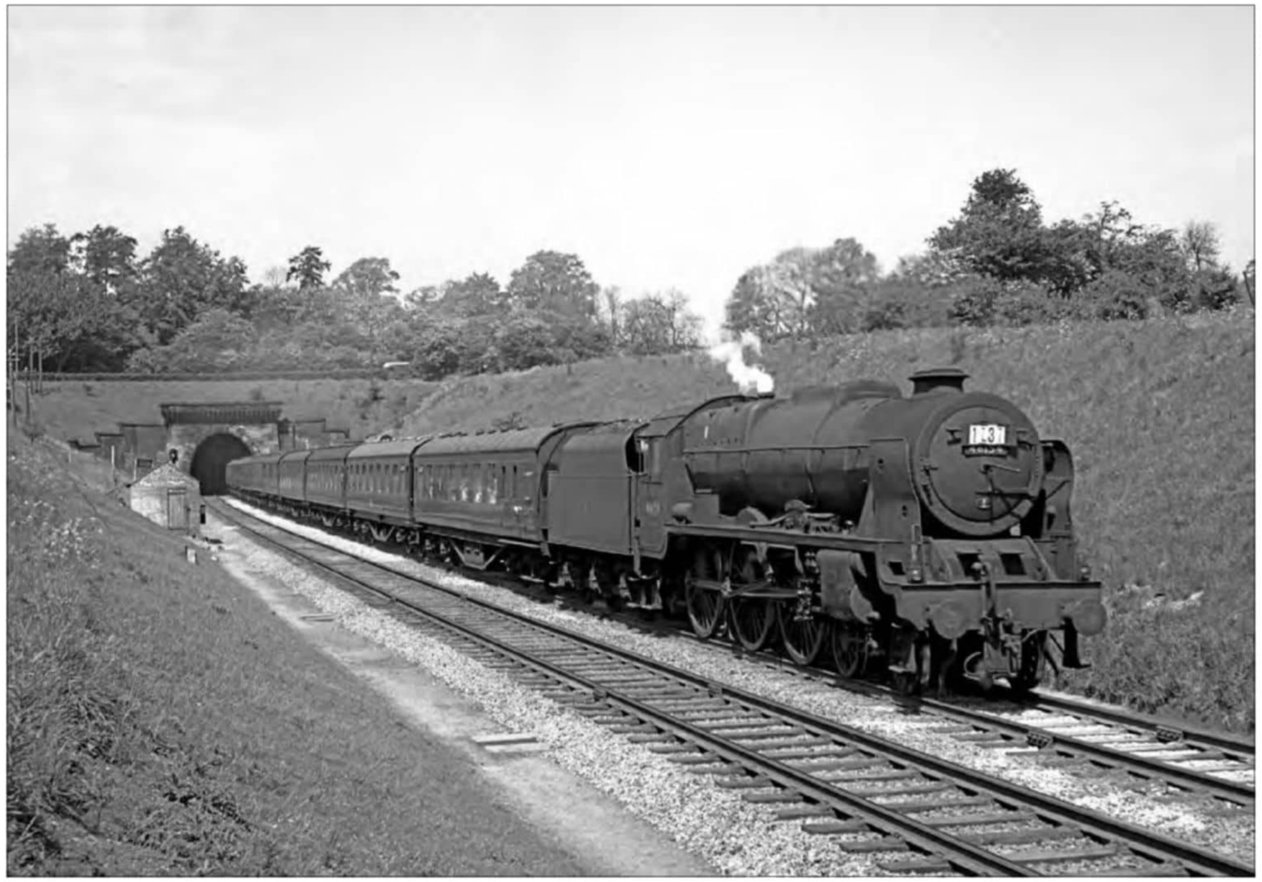
Black 5 45304 *Droylsden* passes over the crossover at Newbold on 1A11, a suspected Manchester–Euston service. The Patricroft-allocated loco was withdrawn from Bolton Shed on 26th August 1967.

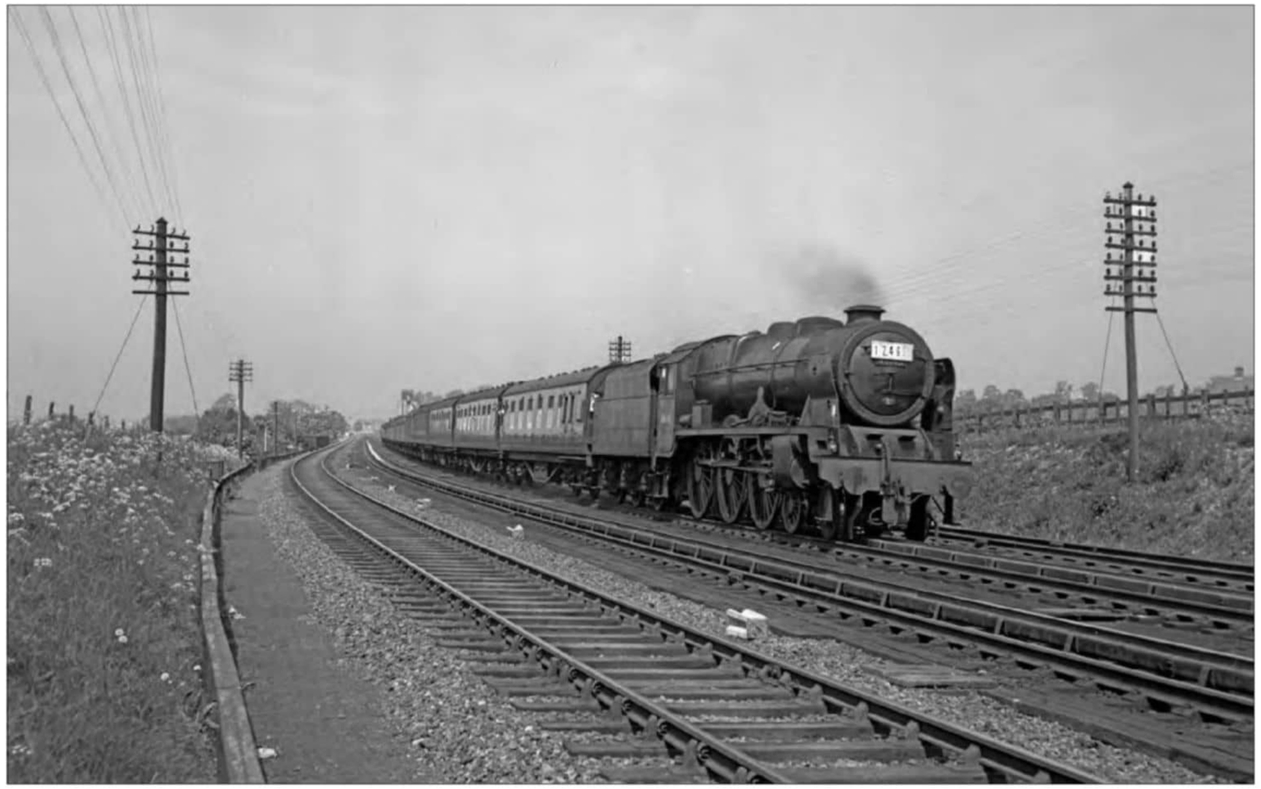
Jubilee 45689 *Ajax* passes the crossover from the Up Slow Line to the Up Fast at Newbold on a suspected North Wales service. The Crewe-allocated loco was withdrawn from Crewe North Shed on 12th December 1964.



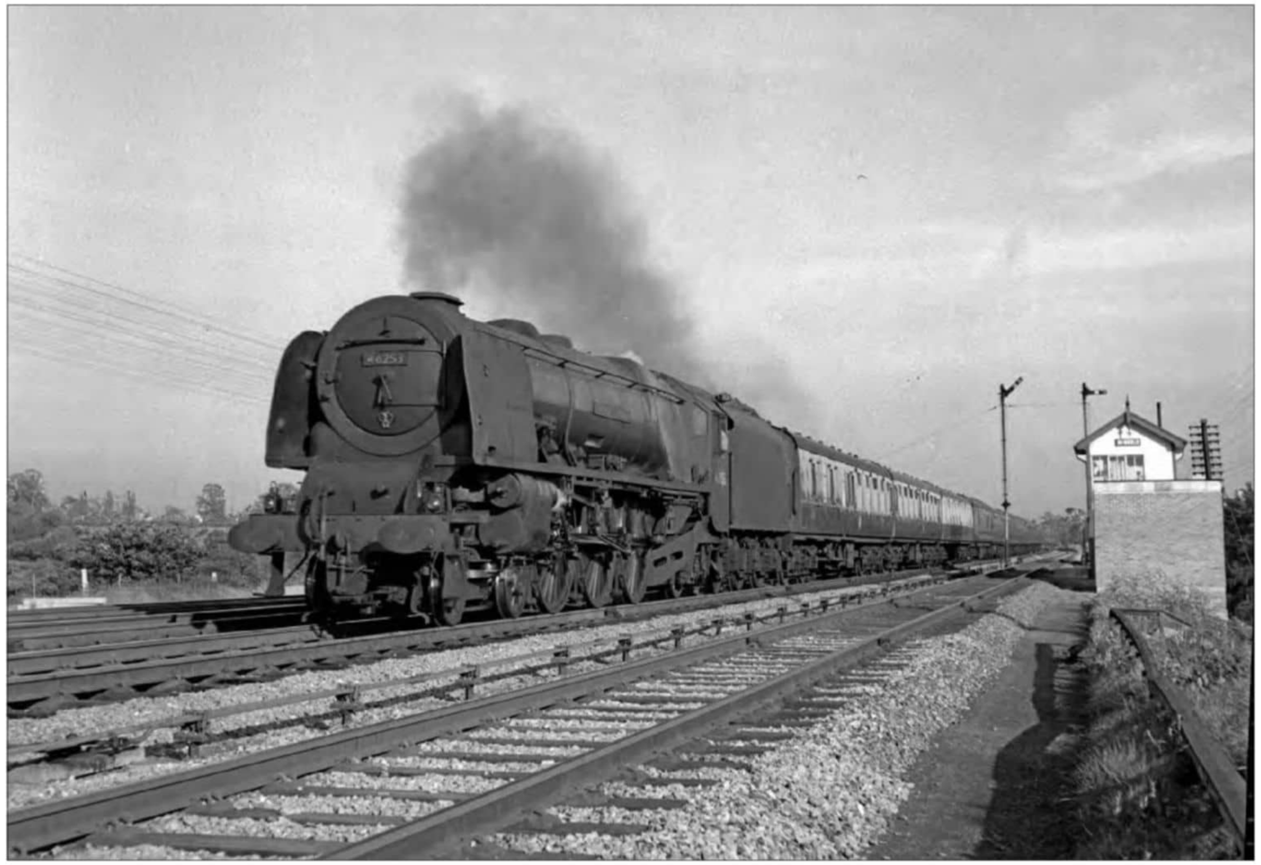


The 2,426-yard-long Kilsby Tunnel was opened by the London and Birmingham Railway in 1838 on what is now the West Coast Main Line, around 5 miles south-east of Rugby. The tunnel is located near the Northamptonshire village of Kilsby and took three years to complete, due to numerous drainage issues. The extra work raised the total cost from the original estimate of around £100,000 to £320,000 (around £31 million in today's money). Here, Rebuilt Royal Scot 4-6-0 46154 *The Hussar* is seen leaving the northern portal in June 1962 with an additional down service. The portal is shown impressively decorated with a castellated upper and Staffordshire Blue engineering bricks. A brick-built permanent way hut can also be seen just to the left of the tunnel entrance. The Rebuilt Scot was withdrawn at the end of the year.

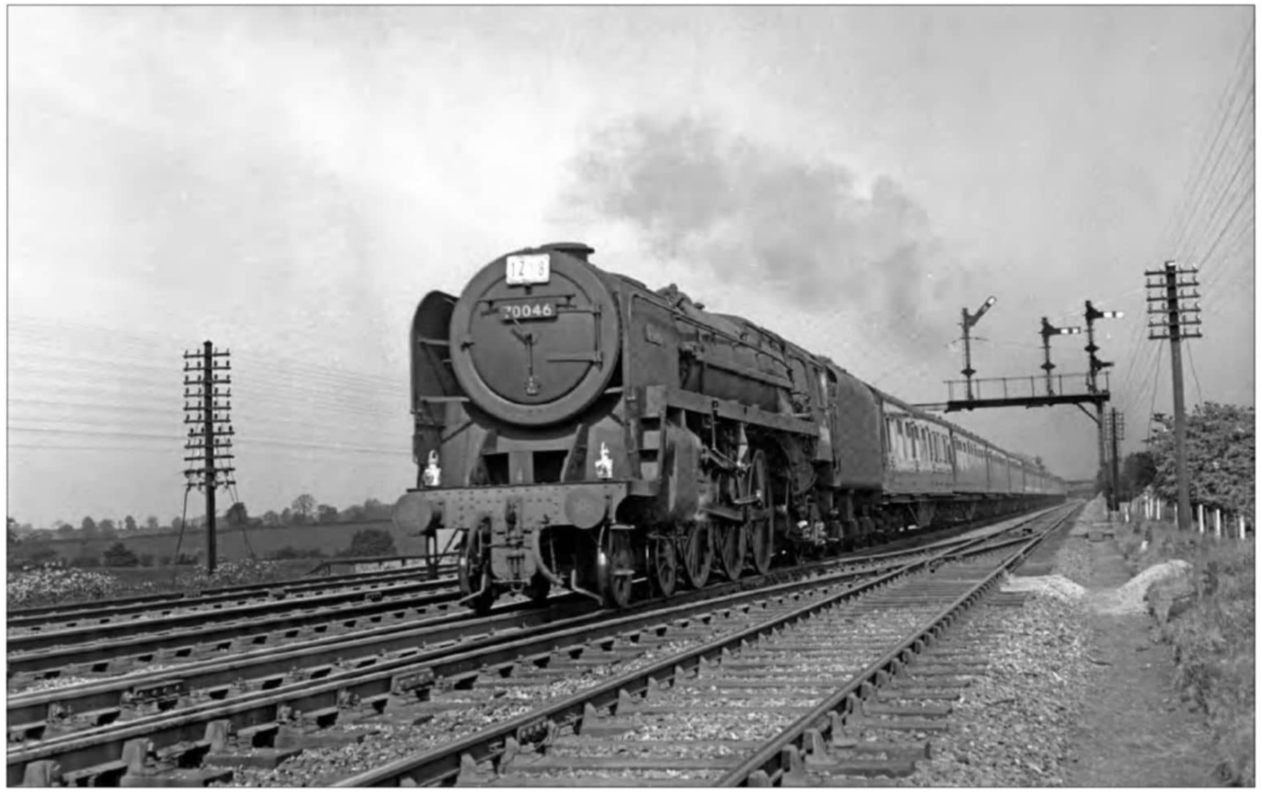




Rebuilt Royal Scot 46145 *The Duke of Wellington's Regiment (West Riding)* passes Newbold troughs. The Leeds Holbeck-allocated loco was withdrawn on 3rd December of the same year. Newbold Troughs were sited between 83m 72ch and 84m 18ch (with the zero milepost at Euston), with the signal box sited just past the 85 milepost at a distance of 5m 1ch from Euston.

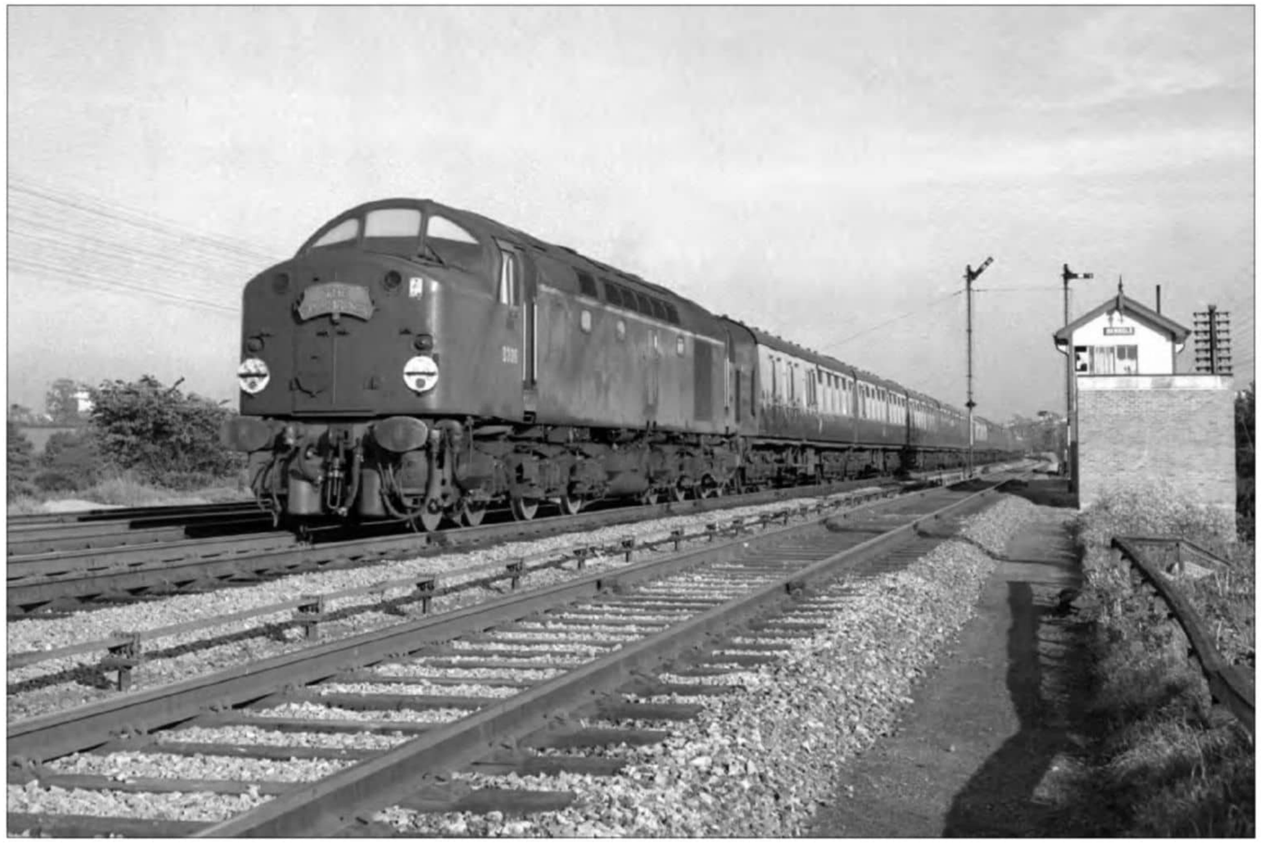


Stanier Coronation Pacific 46253 *City of St. Albans* passes the former all-timber Newbold Signal Box on a suspected Anglo-Scottish service. The Crewe-allocated loco was withdrawn on 26th January 1963. Newbold Signal Box controlled only a short section of the West Coast Main Line - the four-track section between Brinklow and Rugby (Trent Valley Junction) with the only added complication being two crossovers.



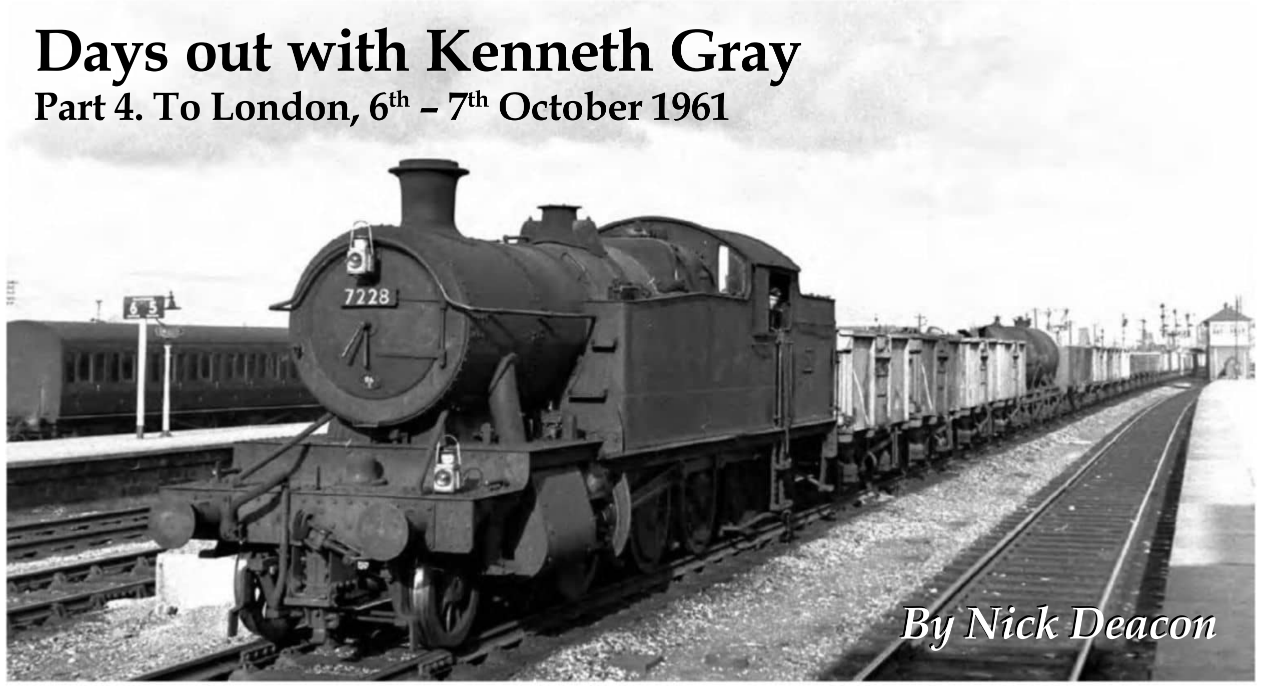
Britannia 70046 *Anzac* passes Newbold Signal Box on a suspected Wolverhampton service. The Aston-allocated loco was withdrawn from Carlisle on 8th July 1967. Newbold Signal Box was closed in 1964 after the opening of Rugby PSB (Power Signal Box) and the replacement of semaphore signalling along the Trent Valley Line with Multiple Aspect Colour Signalling.

D306 passes Newbold on the down Shamrock. The Shamrock was a named train that operated from 1954 until 1966, running from London Euston to Liverpool, connecting to night ferries to Belfast and Dublin. It was also popular with some business users who made day trips to London and had four hours before returning north. Today, D306 is numbered 40106 and is still working, preserved, and owned by the Class 40 Preservation Society, based at the East Lancashire Railway at Bury, with an operable steam heating boiler. The loco is famous for having retained its British Railways green livery throughout its career.



Days out with Kenneth Gray

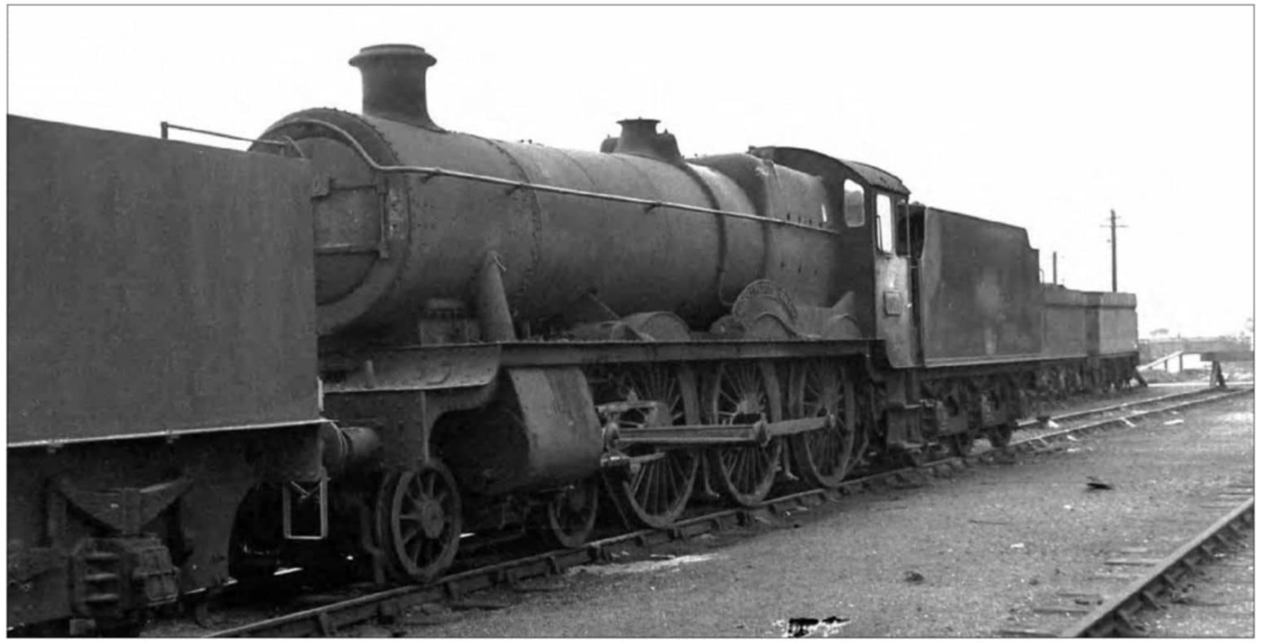
Part 4. To London, 6th – 7th October 1961



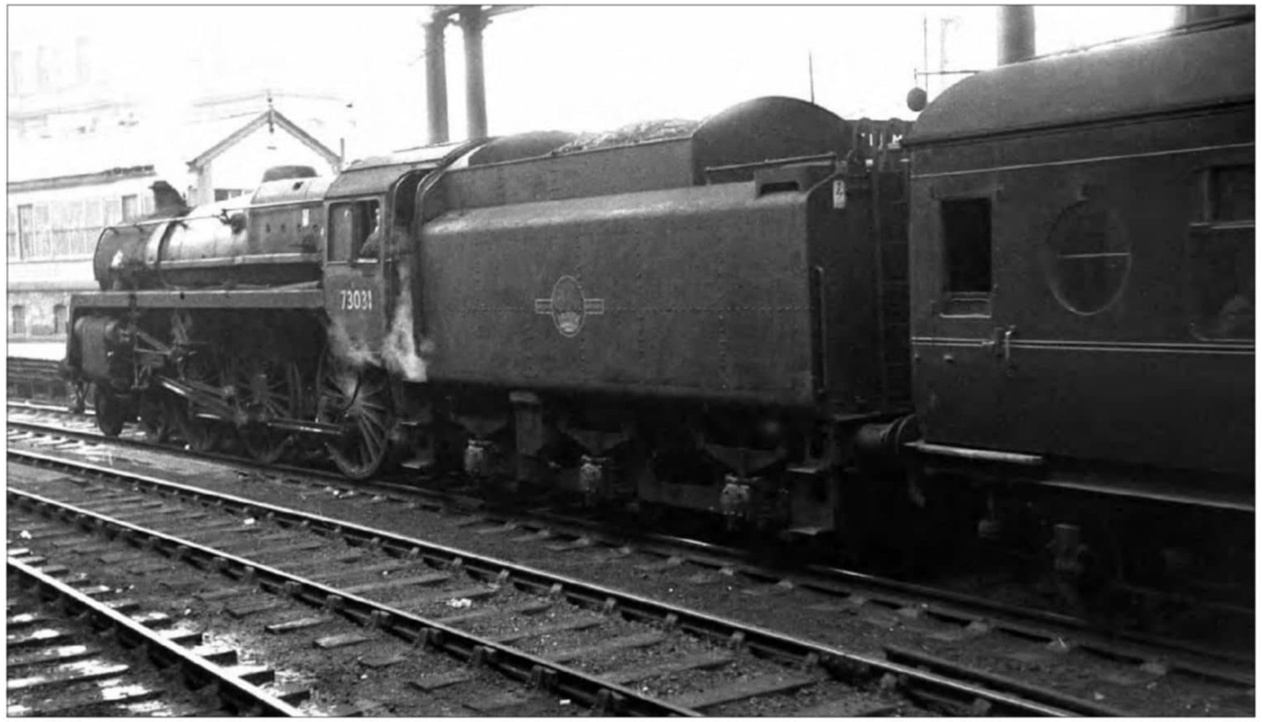
By Nick Deacon

The next stage of Kenneth's tour on the 6th is somewhat perplexing as his notes record a visit to Swindon, then Didcot followed by a trek northwards to the Birmingham area on 7th where, although two major sheds were visited (Aston and Tyseley), only one photograph from each survive as proof of this sudden and time-consuming departure. Of course, there may have been other reasons for the tangent, which were logical enough for him!

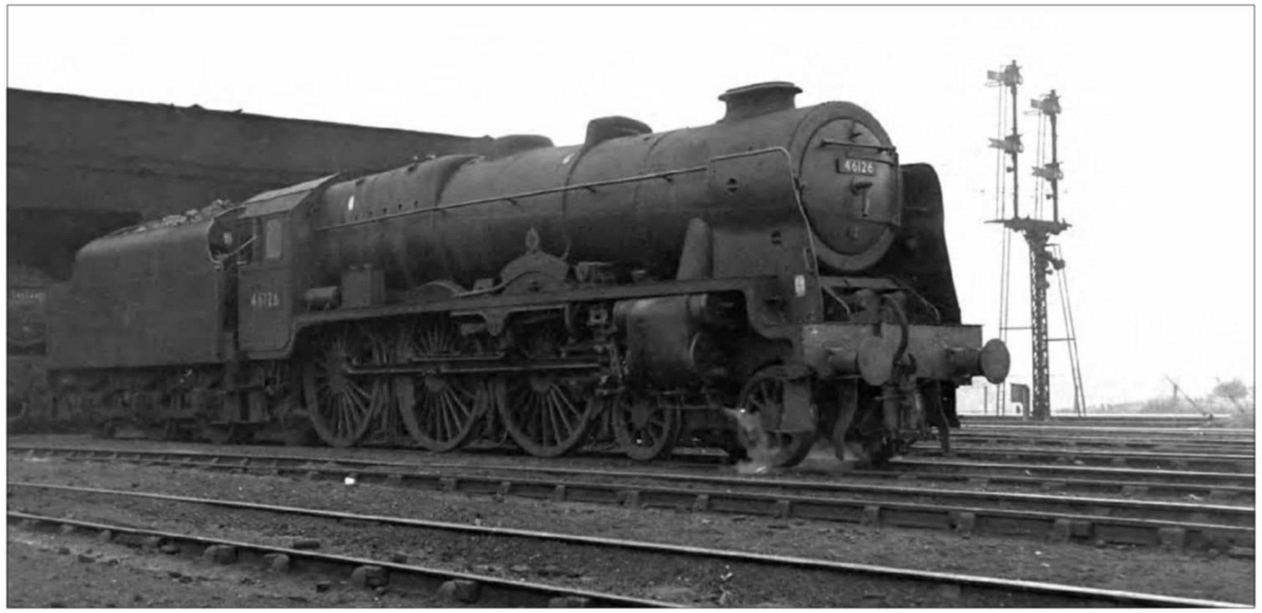
At Swindon Kenneth did not visit the shed or Works but took a few shots whilst in the station, one of which shows Collett 72XX 2-8-2 No.7228 of Severn Tunnel shed (86E) heading west past Swindon Station East signal box with a lengthy Class F freight. The loco was one of Collett's rebuilds from Churchward's 42XX 2-8-0Ts – in this case No.5263 built in October 1919. Collett's notion to convert some of the 2-8-0Ts to 2-8-2Ts with increased coal and water capacity to extend their working range proved generally successful (although they were 'curve shy' in sidings due to the length of the wheelbase) and fifty-four were so treated or built from new. No.7228 emerged from a conversion of No.5263 in December 1935 and spent most of its career at 86E or Llanelly before finishing at Barry shed (88C) where she was condemned at the end of July 1963.



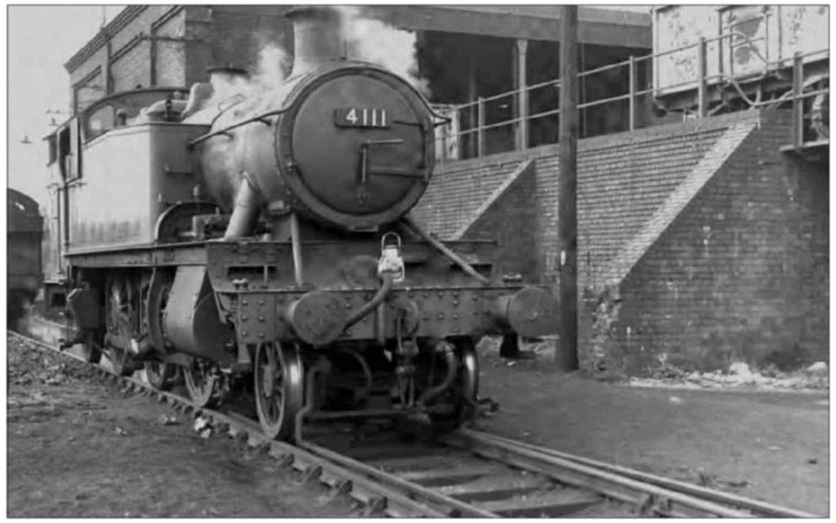
The last visit recorded by Kenneth on 6th was at Didcot shed where he took a few photographs of local 'tanner-oners' plus this shot of long-term resident Hall 4-6-0 No.6910 *Gossington Hall* in the sort of appalling external condition more associated with pre-withdrawal scenes a few years later. Appearances can be deceptive though and certainly proved so in *Gossington's* case. She had been based at Didcot since September 1950, had received a 'Heavy Intermediate' overhaul at Swindon in the autumn of 1960 and after a move to Oxford shed in October 1962 was deemed worthy enough to receive another 'HI' in early 1963 -doubtless to make good the operational deficits inflicted by diesel failures. Clearly regarded as a 'good un', she received two more 'unclassified' repairs at Wolverhampton Works and Old Oak shops during 1963 and '64 and then returned to Didcot for a short spell in February '65 before returning to Oxford in July. Almost making it through to the end of WR steam, she was withdrawn at the beginning of October and finished off at the Birds yard at Risca, near Newport.



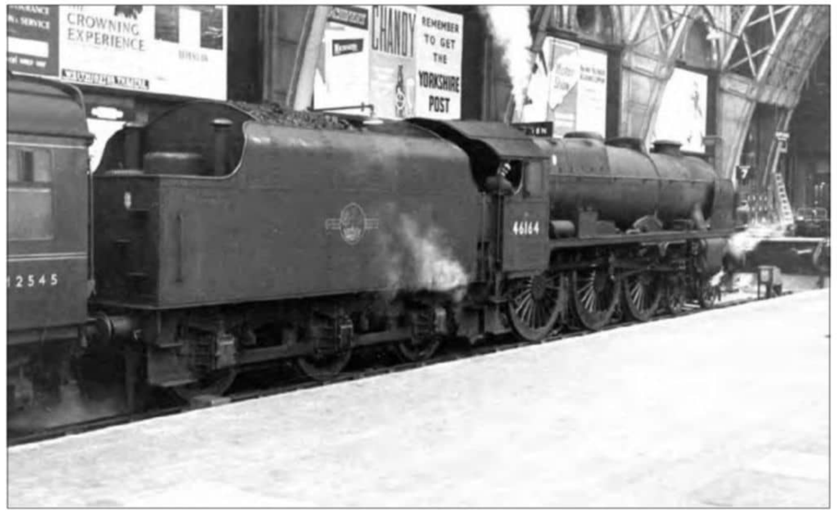
On the 7th Kenneth reached Birmingham and took one shot at New Street before visiting Aston and Tyseley sheds the same day where one photograph at each location was taken. At New Street he took this shot of green-liveried BR Class 5MT 4-6-0 No.73031 from Bristol Barrow Road (82E). At this time and in recent years the loco had been a regular visitor to the area on the York services to and from Bristol but in December would move to Bath Green Park and then in April '62 to Gloucester Barnwood shed (85C). At separate times during 1956/8/9 the loco had been loaned out from Barrow Road to the Rugby Testing Station for 'augmented' superheater and cylinder performance tests. What the outcome was of these tests is unknown. A move from Gloucester Horton Road shed to Oxford (81F) in July '65 proved no more than a stepping stone to withdrawal two months later, a short period in store followed, then a final trip to Cashmore's at Newport.



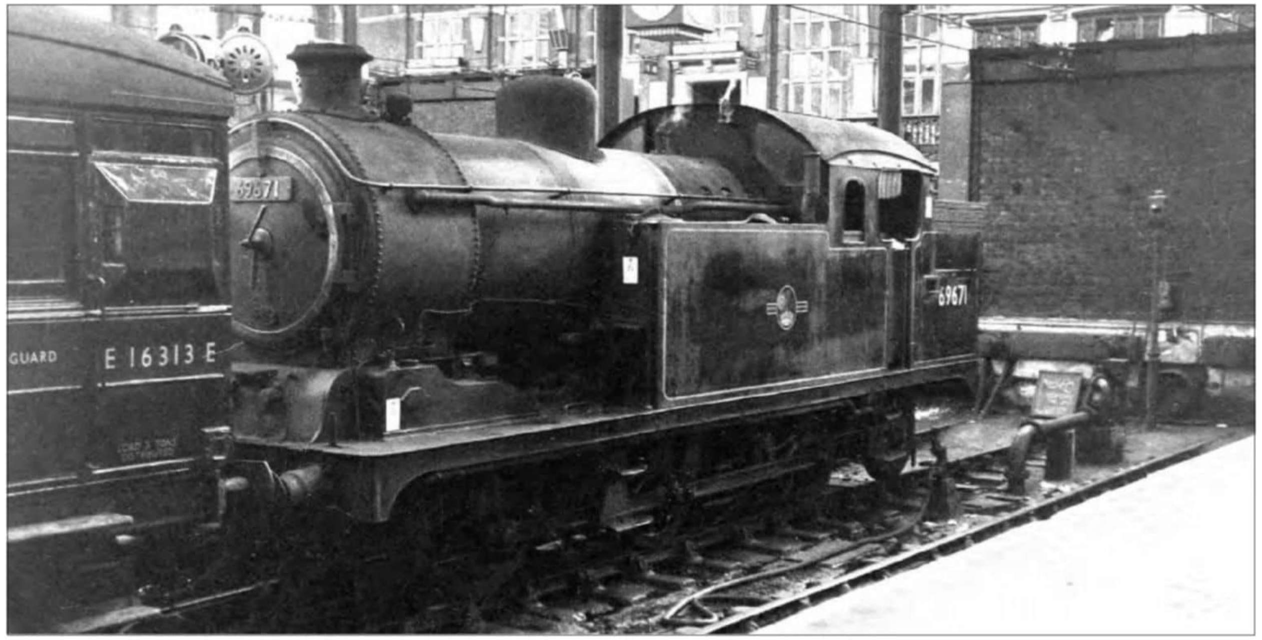
The trip from New Street station to Aston shed required a choice of buses from either Old Square or Steelhouse Lane. Kenneth probably picked the shorter one from Old Square, which dropped him off at Stuart Street where from its northern end a short walk along Long Acre took him to the shed entrance. Having something of a fondness for the 'Royal Scot' 4-6-0s, he recorded one of the stars of the 1949 'Train of Events' film, No.46126 *Royal Army Service Corps,* a Willesden (1A) resident since its move from Edge Hill the previous January and fairly fresh from what would prove to be its (probable) last-ever works visit during July and August. Whilst at 1A the loco enjoyed the last of its palmy days on main line express work, but after its transfer with others of the class to Annesley shed (16D) at the beginning of December '62 to bolster the Great Central Marylebone – Nottingham semi-fast passenger and parcels services, a steady decline set in. Given the now run-down condition of the class it was a tragedy they were disliked by footplate crews and maintenance staff alike and because of their unreliability were substituted at every opportunity. Although poor old '*RASC*' miraculously still carried its nameplates at the end of July '63 it was condemned at the beginning of October and was in the Crewe 'Melts' during November. Long-term resident Black 5 4-6-0 No.45349 lurks behind the 'Scot'. Also, at this time no less than nine Brittania Pacifics were on the strength – five of these being recent WR emigres from Cardiff Canton.



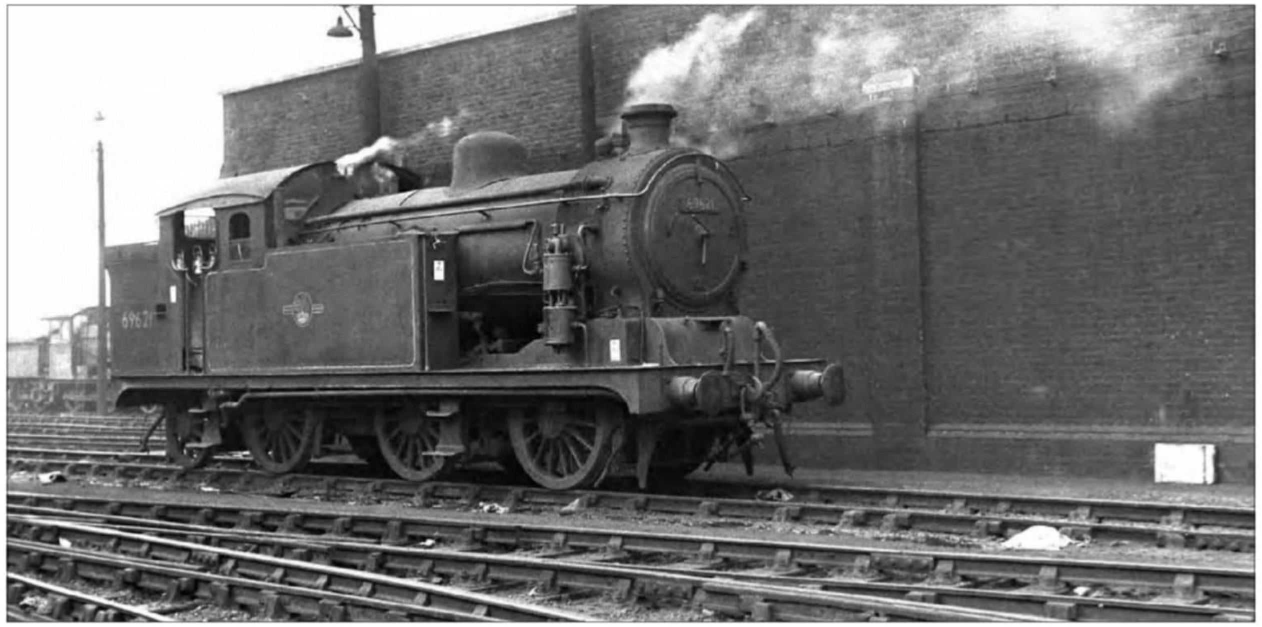
Top. Tyseley shed proved to be Ken's last call on 7th October and, as with Aston shed, there is only one photograph recorded in his notes taken there to mark his visit. Collett 'Large Prairie' 2-6-2T No.4111 was a member of the new 5101 series appearing from 1929, which were reconfigurations of the earlier '5100' class originally numbered in the 3100 series. The 4100 range dated from 1935 and building continued until the last, No.4179, appeared in December 1949. No.4111, seen here by the coal stage, was, barring a few weeks in October 1946, a permanent resident at Tyseley since new to traffic in October 1936 until withdrawn in September 1965. After a period in store the loco was despatched to the Bird's yard at Long Marston, Worcestershire, and scrapped during February 1966.



Middle. Sunday 8th October registered as a blank in Ken's photographic record but the following Monday saw him in London ready to finish his tour, which started with something of a mystery shot taken at St Pancras. Did Ken arrive in London by this train? We will never know. Once more the subject of the shot was a 'Scot' 4-6-0 – this time No.46164 *The Artists' Rifleman* of Crewe North percolating at the end of Platform 7 having arrived with a sleeper service from Glasgow St Enoch. Ken was to renew his acquaintance with the loco the following April at Staveley Barrow Hill shed (see *BRILL* October 2024) where it was stored until released to Sheffield Darnall shed for its final summer of work before withdrawal at the end of December.

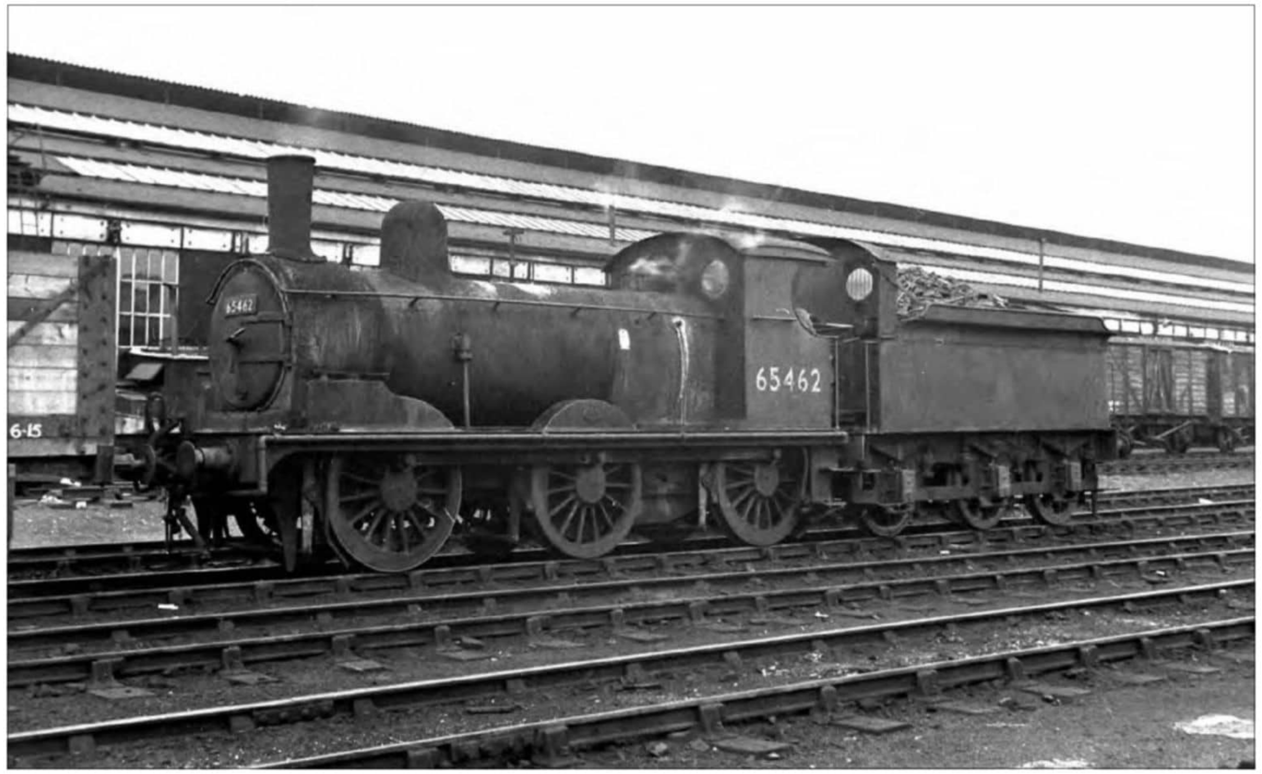


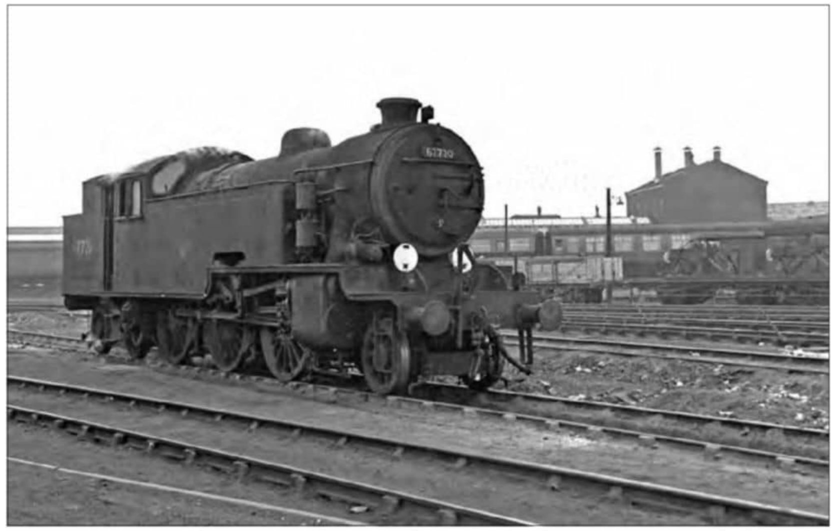
Prior to visiting the vast Stratford complex Ken took this photograph of a typical Liverpool Street scene, which was already fading into history with the last steam suburban services finishing the previous November. An example of A. J. Hill's N7 0-6-2Ts, No.69671 was once a regular on the Enfield Town and North Woolwich services, but was now employed on empty stock workings, station pilot, standby for diesel failures, plus sundry local jobs. Despite the demotion the loco still looks well cared for and the following year became one of the eight survivors of the class at Stratford when steam workings ceased south of March on 9th September 1962. The loco was built January 1926, rebuilt with a round-topped firebox in January 1950 (to become an N7/5) and remained at Stratford until officially withdrawn on 16th September 1962.

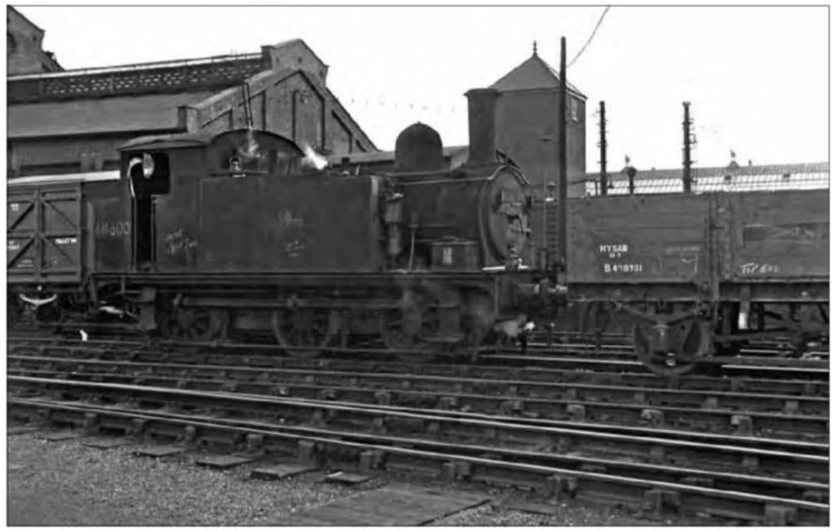


Once inside the vast, daunting labyrinth that was Stratford, by the side wall of the 'Jubilee' shed Ken encountered another of the future octet of N7 survivors – this time the rather special No.69621, which ultimately survived into preservation after purchase by the late Dr. Fred Youell in 1962. The loco was built at Stratford in March 1924 as the last of the original batch of 22 locomotives of the GER L77 (LNER N7) class and the last of any class to be built there. Originally fitted with condensing gear to work on the Metropolitan Lines, this was removed in May 1937 and the loco was rebuilt with a round-topped firebox in February 1946 to become an N7/4. During the BR years it moved around the system between the likes of Parkeston, Colwick, and Lowestoft sheds with intervening periods at Stratford. Returning finally to Stratford in September 1959, after withdrawal and purchase it eventually moved to the East Anglian Railway Museum in 1973 and was returned to steam in 1989. Currently an overhaul of the loco is underway with the intention of a return to steam in the near future.

With this shot of J15 0-6-0 65462 out and about as Works pilot, Ken unerringly recorded another loco that was to find future preservation after its withdrawal on 16th September 1962. Built at Stratford in February 1912, the loco was one of the penultimate batch of ten of the 272-strong GER Y14 class and had a Macallan variable blastpipe, dual-brakes, and steam heating fitted during its construction. Prior to its move to Stratford in January '61 it had spent its career in East Anglia latterly at Lowestoft and Norwich and acquired a tender cab probably during its time at Lowestoft. In January '62 was retubed at Stratford, before re-joining the few remaining London-based members of the class on standby, Liverpool Street station, and Stratford Works pilot duties. The last four J15s (including 65462) were finally withdrawn on 16th September 1962, when steam was eliminated from East Anglia. After withdrawal, No.65462 was purchased by the Midland and Great Northern Joint Railway Society and is currently based at the North Norfolk Railway awaiting overhaul.

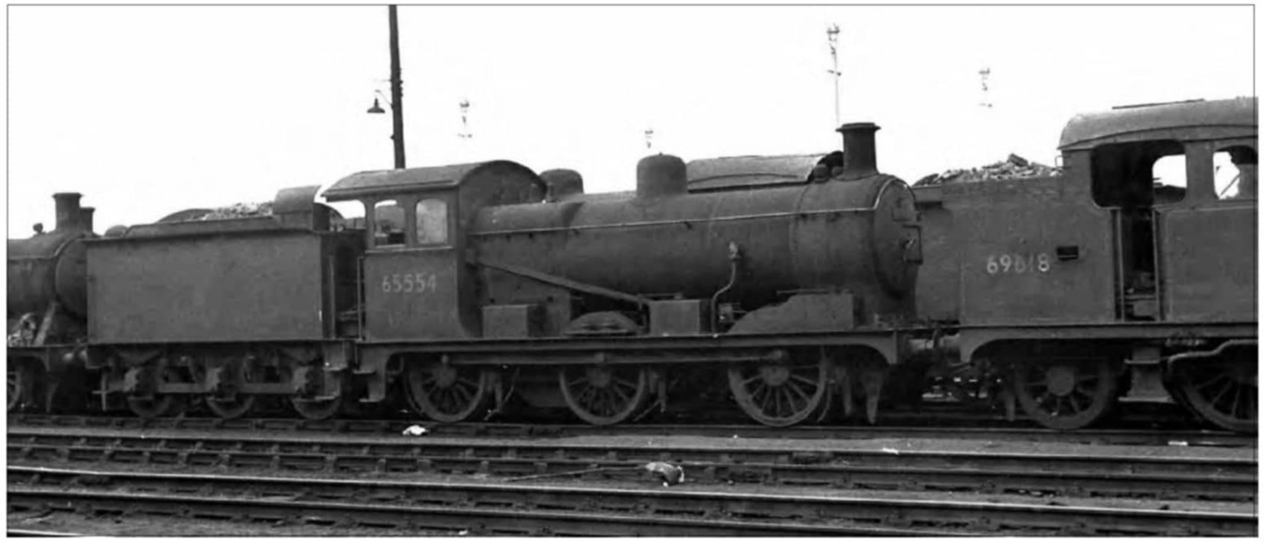




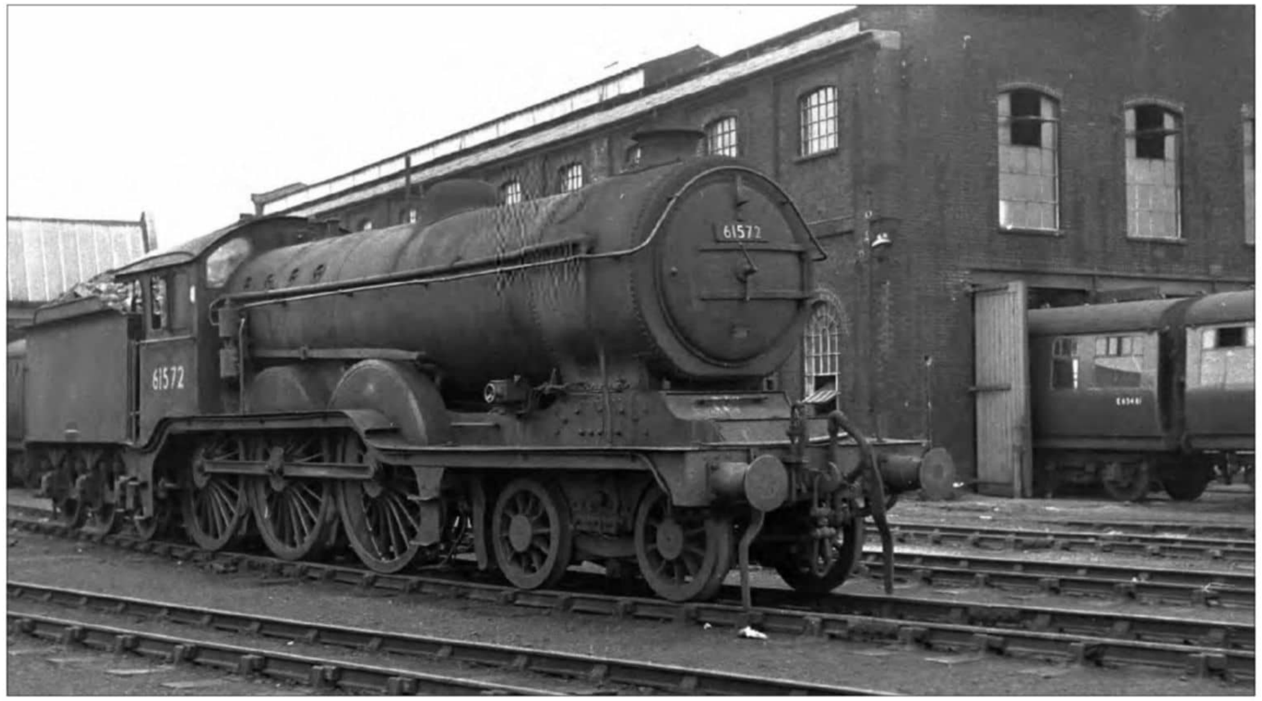


Top. According to the SLS loco allocation records, Thompson L1 2-6-4T No.67720 had only arrived at Stratford two days earlier from Norwich after a period in store at Cambridge, its previous shed since the beginning of 1959. Norwich outcasts Nos.67723/34 also arrived at the same time. Ken photographed No.67720 in steam and bearing a Class C headcode possibly indicating it was about to head a parcels service. Its tenure at Stratford was the most short-lived of the trio being condemned on 12th February '62 after a career lasting a few months short of fourteen years, four of these being spent at Stratford from 1955 before departing for East Anglia.

Middle. Trundling around the premises was Holden J67 0-6-0T 'Buckjumper' No.68600, a veteran that had emerged from the Works during July 1900 as part of a batch of ten of the R24 class intended for passenger duties. The type was so nicknamed by crews due to its lively 'ride' comparable to a bucking horse! 68600 was one of many of the class that experienced evolutionary changes over the years with No.193 (as it was pre-1923) receiving a new boiler in 1914 with a longer firebox and larger grate enabling an increase to 180psi from 160 – this to cope with the increase of suburban traffic. As such it was classified as J69/1 by the LNER but was refitted with a 160psi boiler in 1938 and reclassified to J67/2. This was reversed in 1945 when a 180psi boiler was refitted thus returning the loco to the J69/1 fold. This it retained until withdrawn in September 1962 having been based at Stratford since arriving from Cambridge in February 1959.

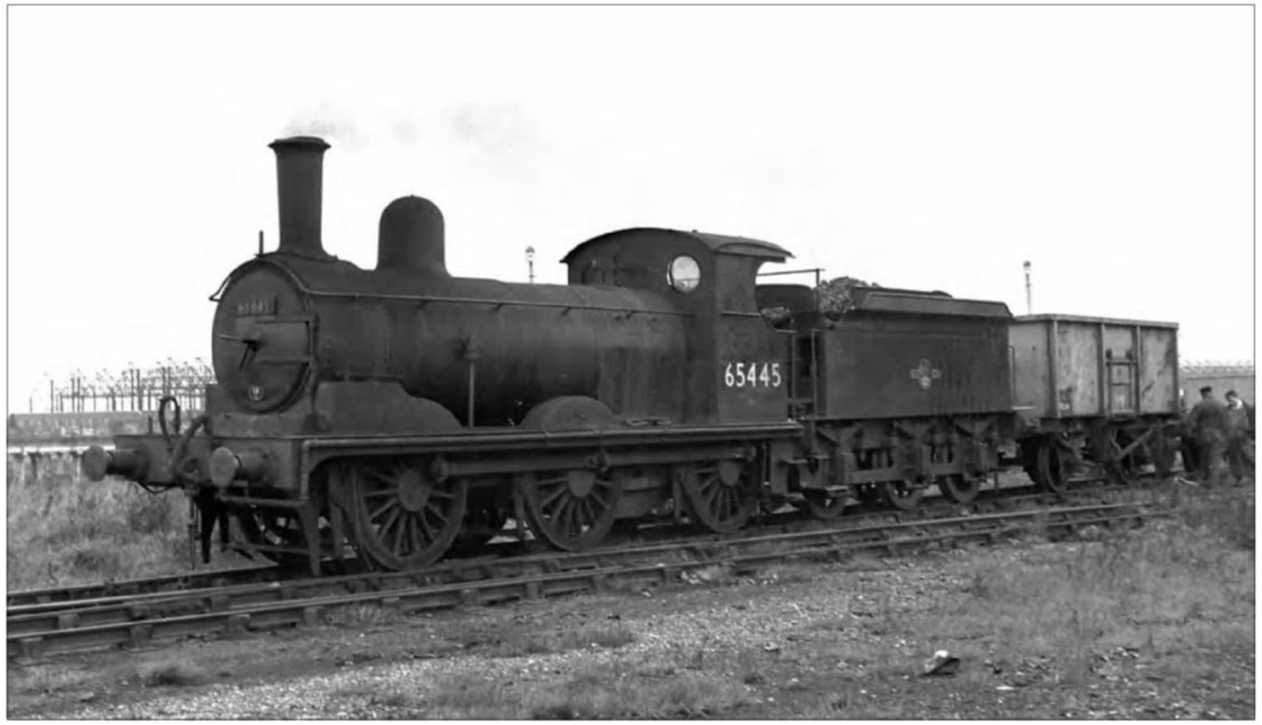


During this particular visit to Stratford Ken appears to have been more intent in photographing the humbler residents rather than any of the rapidly diminishing number of B1 4-6-0s still serving as reminders of ER main line steam power. Despite the horde of main line diesel types then present on the allocation, in the twenty-plus photographs taken at various locations, other than a partial glimpse of a DMU Ken managed to exclude any hint of their presence – no small achievement if that was his intention! Inevitably, predominating the scene – particularly around the stripping shed – were lines of withdrawn locos awaiting the final call, many being N7 0-6-2Ts. An exception was one of Stratford's long-term resident J17 0-6-0s No.65554 – one of a once ninety-strong class combining GER Classes F48 and G58 (LNER J16/7). As GER Class F48 No.1204, she was built at Stratford during December 1902 with a round-topped saturated boiler but gained a superheated Belpaire boiler early in 1923 thus becoming a Class J17. The loco was withdrawn the previous month and buffered up to N7 No.69618, which had been condemned on the same day (10th September).



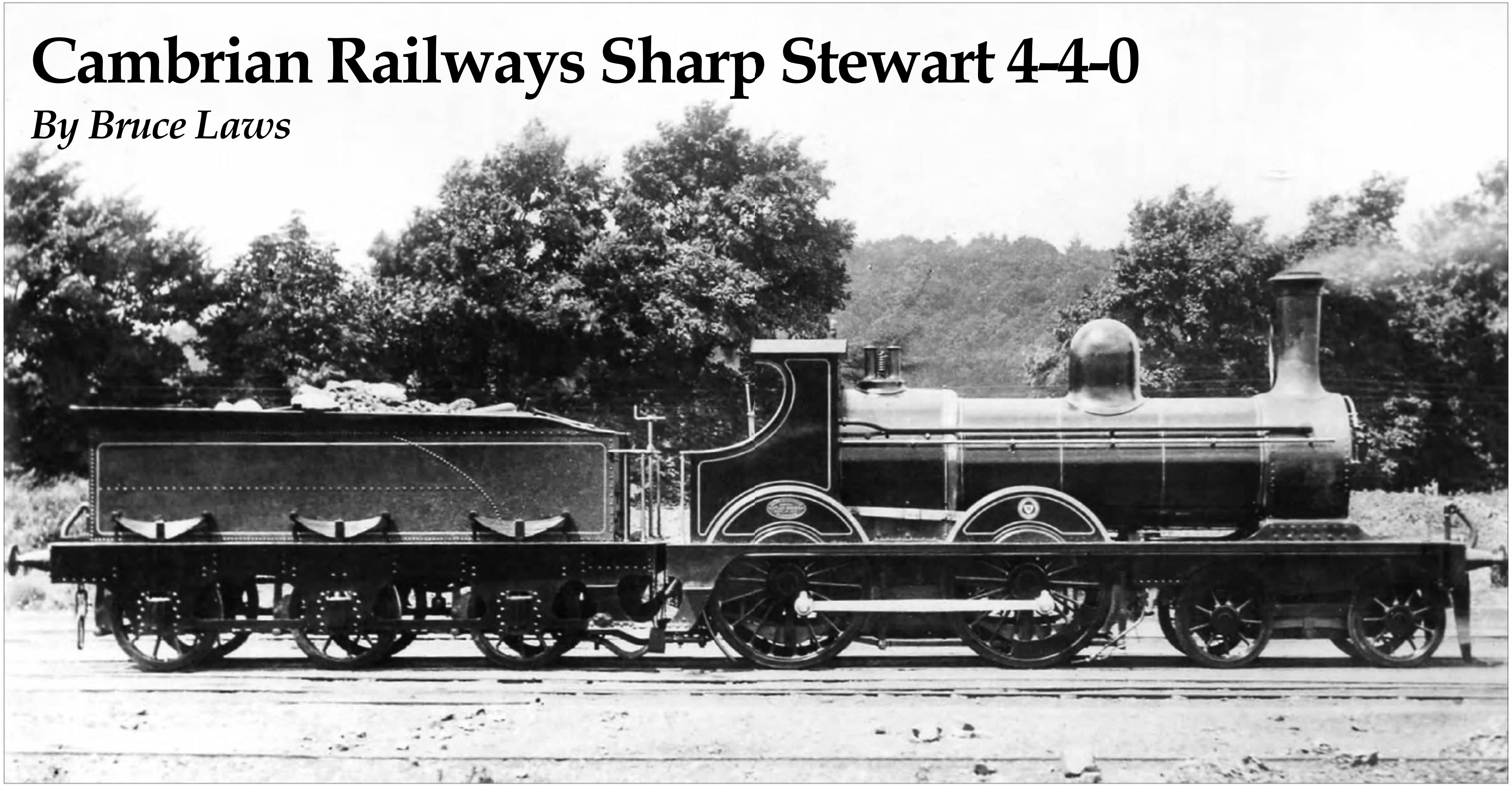
Norwich Thorpe's Holden B12 4-6-0 No.61572 had been the last survivor of the class since December 1959 with the withdrawal of Nos.61535/71 from the same shed, was the last 4-6-0 of GER design, and also the last inside-cylinder 4-6-0 in Britain. Prior to withdrawal, Norwich kept the loco busy throughout the summer on regular haulage of the Lowestoft - Whitemoor goods between Norwich and Kings Lynn, local passenger services, and noted appearances on a school special from Swaffham to Liverpool Street on 16th May and the Lowestoft to Newcastle service as far as Norwich on 8th July. An *RO* contributor reported that the loco had arrived at Stratford from Norwich on 19th September 'for withdrawal' and when photographed by Ken it was stabled alongside the carriage depot. After some two years in store at Stratford the loco was purchased by the Midland & Great Northern Joint Railway Society in 1963. After restoration and a return to years of active service the loco is currently being overhauled.

Also in steam and busying on yard duties was J15 0-6-0 No.65445, a veteran from 1899 and a Stratford arrival from Parkstone Quay shed (30F) in January '61, which had closed the same month. The loco was a member of the marvellously durable 'maid of all work' GER Y14 0-6-0s produced from 1883 until 1913 under the stewardship of no less than four of the company's loco superintendents – firstly, their designer, T.W. Worsdell, followed by James Holden, then his son Stephen, and finally A. J. Hill. With their modest axle loadings many of the 289-strong class were ideal for operations on certain of the lightly-laid GER branch lines, thus helping their survival until September '62 – the date the heralded the withdrawal of the last of that company's locos in capital stock. Our 65445 was one of the latter survivors making it to August '62 before bowing to the inevitable.



Cambrian Railways Sharp Stewart 4-4-0

By Bruce Laws



One thing that the Victorians did so well was designing railway locomotives that not only generally did their intended work very well but also looked good. The beautifully-proportioned and aesthetically pleasing 4-4-0 that I show here is a typical British 4-4-0 of the time.

It is a Cambrian Railways 4-4-0 from that railway's Small Bogie Class, also referred to as Class 16 or *Beaconsfields*. Cambrian Railways had six of these built by Sharp Stewart between 1878 and 1891: works Nos.2789-2790 in 1878, 3356-3357 in 1886 and 3696-3697 in 1891. They became the railway's Nos.16-17, 20-21, 50, and 60. Only the 1878 engines had names (No.16 being *Beaconsfield* and the name *Hartington* being conferred on No.17). According to information published in the *Locomotive Magazine*, Volume 20 (14th February 1914) they had two inside cylinders inclined at 1 in 13 to power the leading driving wheels. As can be seen from the photograph they had a low running board, separate splashers ornamented with beaded rims, smaller semicircles to allow the coupling ends to clear, brass banding on the straight boiler, and a tall brass dome set over the gap between the driving wheels and the leading bogie. Their coupled wheels were 5 ft 6½ in. in diameter, boiler pressure was 140 lbf/in^2. The locomotive weighed 37 tons. New boilers were fitted between 1910 and 1915, and by 1922 Nos.50 and 60 (the last two to be reboilered) worked at a pressure of 150 lbf/in^2.

The order was apparently placed by William Aston who was locomotive superintendent of the Cambrian from June 1884 until he resigned in March 1899, having managed the department under the supervision of the engineer since the retirement in 1879 of Alexander Walker, who had been in charge since 1866. As the first two Beaconsfields were built in 1878, was Aston actually doing the work while Walker was still in charge? According to *Steamindex* Aston was born in Ironbridge in 1829 and died in Oswestry in 1901. He was apprenticed at Sharp, Stewart and then worked at Crewe until 1865, when he became a draughtsman at Oswestry. He took over on Walker's retirement in April 1879, but his position wasn't ratified until five years later. He retired after an inquiry by Vincent Raven, at that time Assistant Mechanical Engineer of the North Eastern Railway, seemingly into problems at the works although Aston‘s locomotives and stock designs seem to have been fine. Cambrian No.20 was withdrawn in 1922, the year the Cambrian amalgamated with the Great Western Railway, and the other five were withdrawn between 1924 and 1930

Sharp Stewart actually built four more of these locomotives but they were apparently delivered late and were not accepted by the Cambrian. However, fortuitously for Sharp Stewart, W F Pettigrew of the Furness Railway was at that time in need of new motive power to take up to 300-ton tourist and business trains without assistance and he snapped up all four. On the Furness they were known as the *Seagulls*.

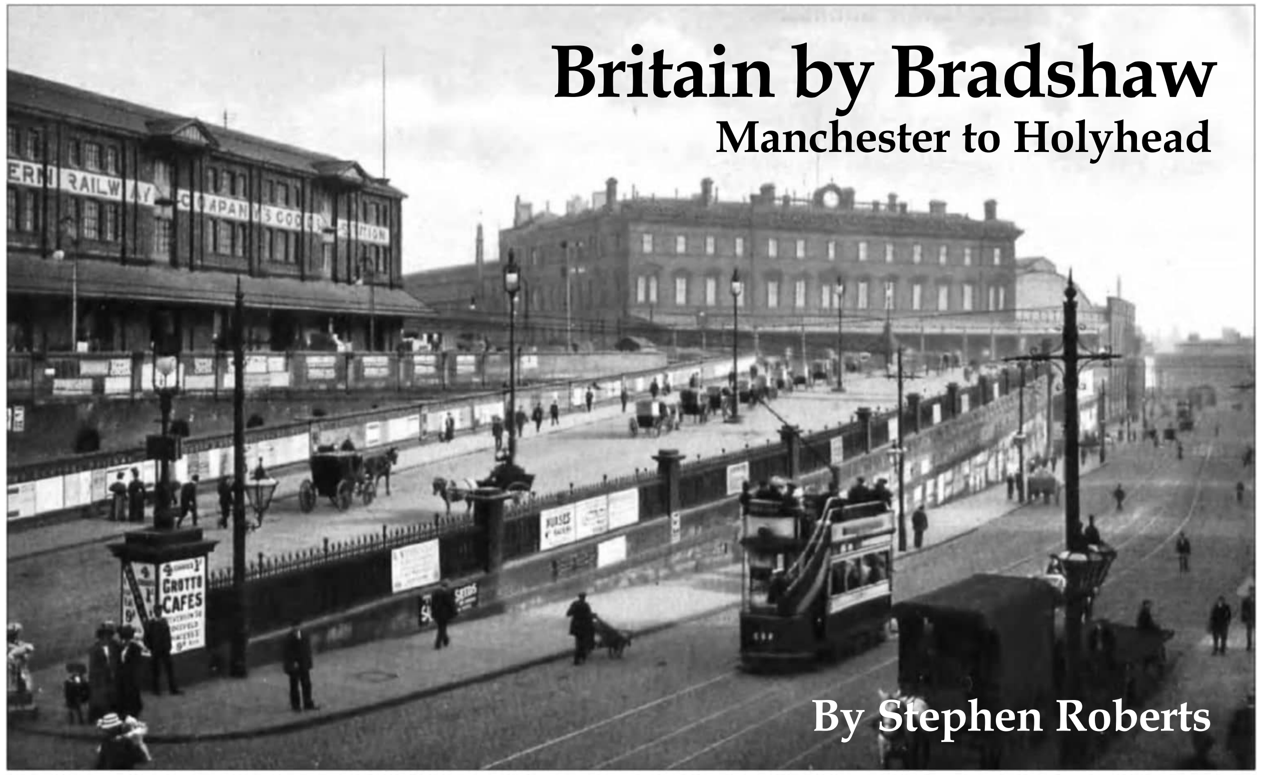
This one is definitively Cambrian judging by the crest on the leading driving wheel splasher and is shown in sparkling new or just overhauled condition near Oswestry

Although relatively quickly superseded by more powerful engines and relegated to secondary duties all the Furness Seagulls were still in service in 1923 and were duly repainted in LMS red livery with numbers 10131-10134. Withdrawals came in the late 1920s.

Britain by Bradshaw

Manchester to Holyhead

By Stephen Roberts



Manchester London Road station as was. The Manchester tram network was electrified between 1901-03 so this picture was probably taken after 1903 with the lack of motor traffic suggesting a date prior to 1910, so perhaps c.1905.

For my next Bradshaw jolly, I'm going to thread a path, 1863 style, between Manchester and Holyhead (Anglesey). It is always good to attain the end of the line, particularly when the sea's close by.

Manchester

Bradshaw would have me start at Manchester London Road. Opened in 1842 as Store Street, the station had been renamed London Road in 1847 and following a rebuild in 1861 was ready for Bradshaw's visit in 1863. It is today, of course, Manchester Piccadilly, and has been since 1960 following another renovation; it is also the city's main railway station.

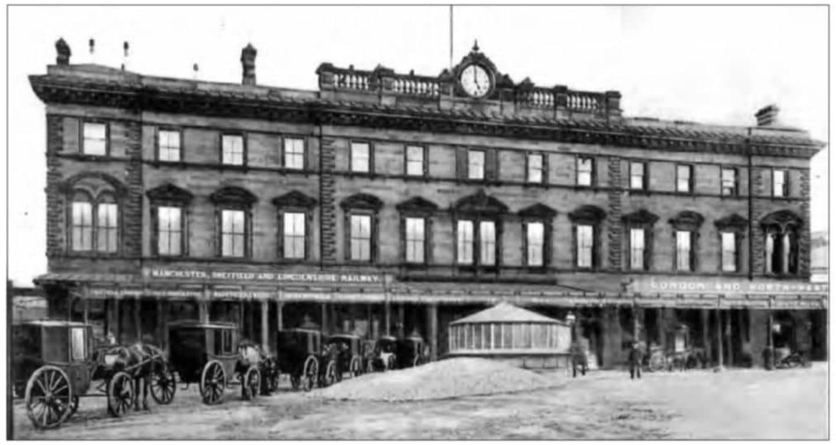
For a city of Manchester's size, it's no surprise there's a choice of five hotels including 'Queen's, Thomas Johnson, first class, for families and gentlemen, recommended'; sort that lot out. Bradshaw's opening gambit tells us much about the city: 'the metropolis of the cotton manufacture'. So true back then, but it was all a changin' when the handbook came out. The American Civil War (1861-65) was mid-stream and would seriously impact Manchester due to the city's reliance on cotton from the southern states with the Union blockade of southern ports leading to a severe shortage of cotton and the resultant 'Lancashire Cotton Famine' with widespread unemployment and hardship for those Manchester mill workers. Bradshaw, still in opening gambit mode, mentions Liverpool, 31½ miles distant: 'the last named town is the real port which supplies its staple article (cotton) in the raw state'. It was a situation that Manchester would not tolerate much longer, however it would take until 1885 for the supporters of a Manchester Ship Canal to obtain the necessary Act of Parliament for the 36-mile waterway that would connect the city with the Irish Sea. This was, inevitably, in the face of fierce opposition from Liverpool. It is time though for me to leave cotton and canals behind me and start heading for Wales.

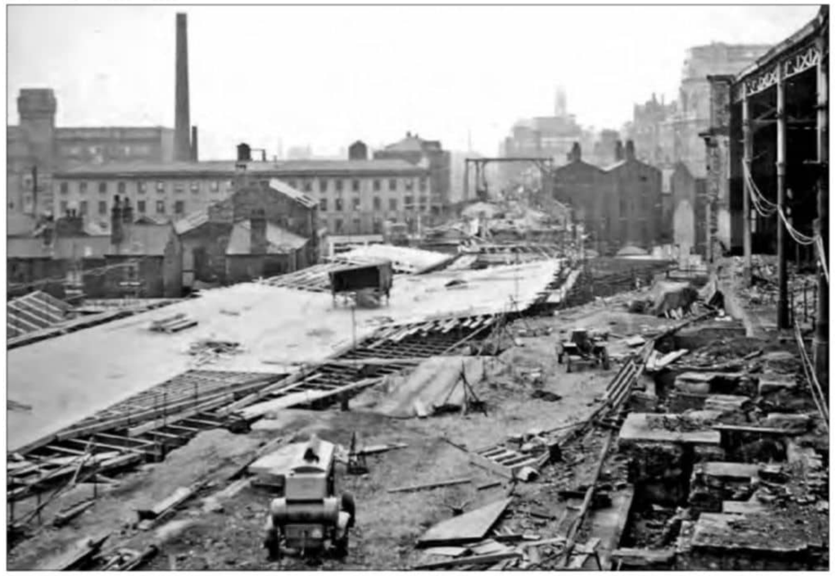
Altrincham

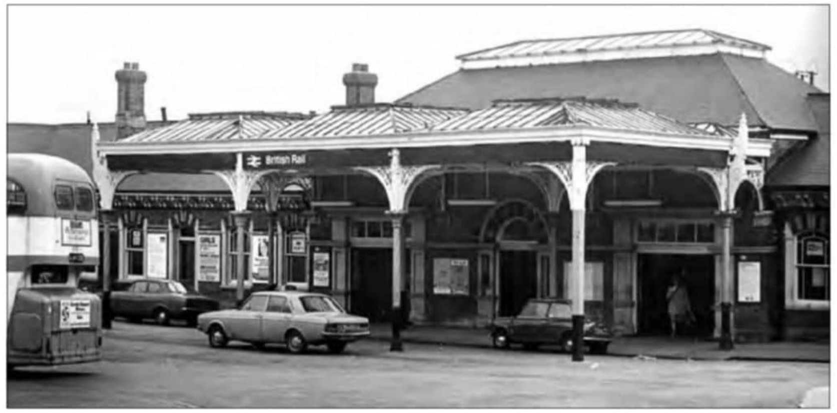
I have various ways of cutting this. My trusty BR Passenger Network map (1982-83) confirms that I have a few options as far as attaining Chester is concerned, but via Altrincham looks the most direct so I avail myself of the old Manchester, South Junction and Altrincham Railway (MSJ&AR), which opened as an 8½-mile line between London Road and Altrincham in July 1849. Bradshaw refers to the station as Altrincham and Bowdon, which it remained until becoming Altrincham in May 1974. It is known as Altrincham Interchange these days, being a hub for rail, bus and Metrolink services. Population 6,628 (more like 50,000 nowadays), Altrincham offers the Stamford Arms and Unicorn according to Bradshaw, the latter being the hostelry that provided refreshments for the 65 invited guests conveyed by the first steam train to arrive from London Road on 28th May 1849. Bradshaw recommends the Cheshire Midland line next, 'which was commenced in December 1860' and brings us to Ashley (1862) where my guide recommends a detour to 'the delightful Rostherne Mere, which is distant about a mile on the right' and for which Bradshaw relates a 'romantic tradition … that the lake being subterraneously connected with the estuary of the Mersey, by that means every Easter Sunday at dawn a mermaid appeared on the mere "uttering harmonions and dulcet breath" and ringing a bell'. We proceed via Mobberley (1862), where the population has risen from 1,245 to today's bustling 3,000-plus, Knutsford (population 3,575 but well over 13,000 today) where the station is again 1862 and 'within a stone's throw of the County Gaol', and Northwich, 'the principal seat of the salt trade' and where the station opened on 1st January 1863, so was hot off the press really.

Chester and into Wales

Now, one of the hazards of these cross-country Bradshaws is that I sometimes rock up in familiar places, Chester being a case in point. I came through here in the second of these articles (Liverpool-Cardiff, *BRILL*, July 2024) so I must beware of repeating myself. I'll say a bit more about the station here though, Chester having been opened in 1848 but renamed Chester General a few years after my Bradshaw in 1872 to distinguish it from another station, Chester Northgate, although this didn't open until 1875. Chester would revert to plain Chester again in 1969 on the closure of Northgate after its Wrexham and New Brighton services had been withdrawn with its Manchester services diverted into Chester General. We leave Chester and cross the Dee 'on the largest cast iron bridge in the kingdom' and reach Saltney station (opened 1846, closed to passengers 1960 and goods 1967) 'where the Shrewsbury line diverges to the left' before Bradshaw mentions 'on the left, the branch railway to Mold' (Mold station having opened in 1849 as the terminus of a line off the Chester and Holyhead Railway). Mold closed to passengers in 1962 and goods in 1964. One line Bradshaw doesn't mention is today's Borderlands Line, the Wrexham-Bidston line, connecting Merseyside to north-east Wales, as this didn't open until May 1866.







***Left*. The 1860s building, which lasted until the 1960s, this picture taken probably in the late-19th, early-20th century.**

Below left*. Construction of platforms 13 and 14 at Manchester London Road in 1959, the main London Road, later Piccadilly, station to the right. *(Ben Brooksbank)

Middle left*. Altrincham in 1975 with glass-covered canopy at the station entrance, which was demolished later that year when the former station forecourt on Stamford New Road was converted into a bus station. *(Richard Sutcliffe)

***Bottom left*. Altrincham station, c.1930s.**

Flint

Bradshaw wants me to park my overnight bag at the Oak, not to be confused methinks with the Royal Oak, which was once dubbed North Wales' strictest boozer (strictly no mobiles). Population 3,428 (more like 13,750 today), Flint is blessed with a 'station … situated in the centre of the town' and it's of 1848 vintage. It's 'a sea port and market town' with 'extensive collieries' and the 'ruins of Flint Castle are seen on the right, at no very great distance from the railway … one of the most celebrated events connected with it being the deposition of Richard II'. Bradshaw is correct. It was 19th August 1399 when Richard surrendered to Henry Bolingbroke at Flint; Henry duly became Henry IV. My guide rattles off some other stations namely: Bagillt (1849-1966); Holywell (1848-1966), which became Holywell Junction in 1912 with the opening of the branch to Holywell Town (closed 1954), and where four trackworkers were killed by a passenger train in September 1922 (there is a planned reopening in 2029), and Mostyn (1848-1966) where a goods shed served a quay.

Prestatyn to Colwyn Bay

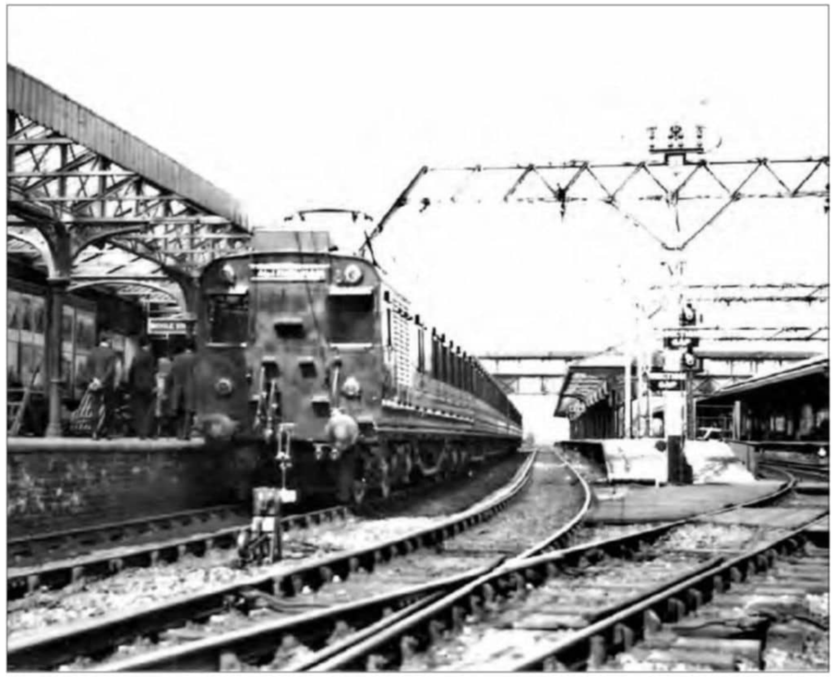
At Prestatyn 'the country is flat' according to Bradshaw, 'but extremely fertile in corn, especially wheat', which makes a change from mentions of collieries, e.g. at Bagillt and Mostyn. The original station here was 1848 with its replacement in 1897. It was the railway's arrival that saw a town of less than 1,000 grow into a popular North Walian resort, which is perhaps why Bradshaw moves speedily on, Prestatyn's growth spurt to come. Rhyl (1848) was clearly more developed by 1863 as Bradshaw recommends five hostelries including the Mostyn Arms, as in the previous village and station, reflecting a prominent family name of these parts. Rhyl is recorded as 'a fashionable watering place for the North Wallians (sic) and Liverpool people' and 'is reputed one of the best bathing places in Wales'. Bradshaw throws in Rhuddlan, St Asaph and Denbigh as he covers the Vale of Clywd Line, which opened in 1858, had a connection to the mainline from 1862, and closed to passengers in 1955. Back on the Chester-Holyhead we reach Abergele (population 3,308 but over 11,250 today) where the station opened as Abergele in 1848 but is Abergele and Pensarn today. 'This station is close to the sea side, and at a little distance from the town'. The Bee Hotel in Market Street is recommended, a place that would host the inquest following the nearby rail disaster at Llanddulas (1868) in which 33 people died, Britain's worst at the time. Bradshaw notes that: 'we next pass the village of Llandulas (sic), situated in a glen surrounded with lime-stone rocks'. Colwyn (1849) is dismissed with the merest mention of the village, the station becoming Colwyn Bay in 1876.

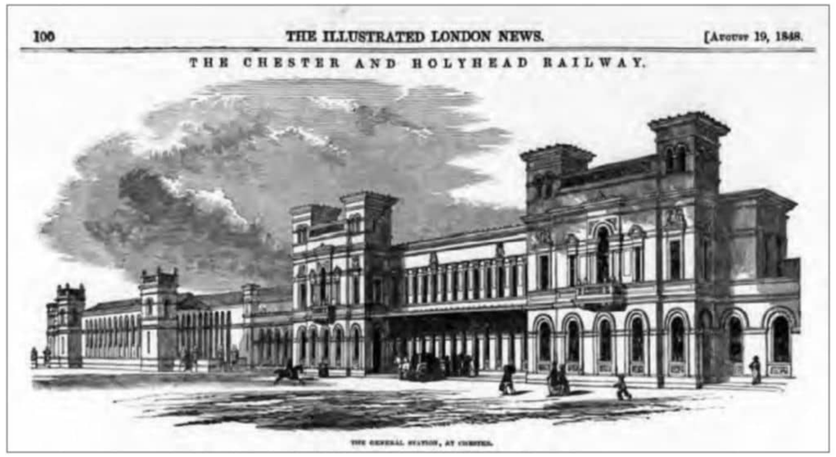
Llandudno Junction and Conway

Bradshaw informs me that I have reached Llandudno Junction, 'the point of deviation of the Conway & Llanrwst'. This was really hot off the press for the 1863 handbook as the first section of this line, the Conway and Llanrwst Railway, from the junction to Llanrwst, had only opened in that year. The LNWR would take over the line the same year and extended on to Betws-y-Coed (1868) and Blaenau Ffestiniog (1879, although the extension into the town was not completed until 1881). The three-mile branch from the junction into Llandudno itself had been completed even earlier, in 1858. Bradshaw goes off on one: 'This delightful place has now become one of great importance as a summer resort … and being protected on the north by the Great Orme's Head, the air is peculiarly salubrious'. Leaving Llandudno Junction we are soon in 'the fine old town of Conway, with its ancient castles, walls, and towers … and the vast range of the Carnarvonshire mountains forming a background (which) has a beautiful effect'. The station here was opened in 1848, closed in 1966, but was then reopened in 1987 as the resolutely Welsh 'Conwy'. Population 2,523 (approaching 14,750 today), I should stay at the aptly-named Castle which is a standout Grade II Listed building in the High Street, appreciated by myself as well as the likes of Thomas Telford and William Wordsworth in the past. Bradshaw gets lyrical on the subject of the castle, 'built in 1284, by King Edward I, to check the frequent revolts of the Welsh' but also entertains me with tales of St Mary's Church where we find 'the tomb of Nicholas Hookes, whose father had 41 children, and his wife brought him 27'; must have made Christmas expensive. My guide also praises the 'iron tubular bridge, erected in 1848 by Stephenson, over the Conway … one of the most unique examples of engineering skill ever imagined or carried into execution'.

Penmaenmawr, Llanfairfechan and Bangor

Bradshaw mentions Penmaen Mawr station (actually Penmaenmawr), which opened in 1849 but says nothing else, preferring to talk about the height of the mountains, Penmaen Mawr tunnel and Puffin Island, 'inhabited by vast numbers of birds called puffins'. I like the way Bradshaw says that as though he has never heard of them before. What Bradshaw wasn't to know about was the Penmaenmawr rail crash of August 1950 in which six people died; a shunting goods was diverted on to the main line where a collision ensued with a fast-

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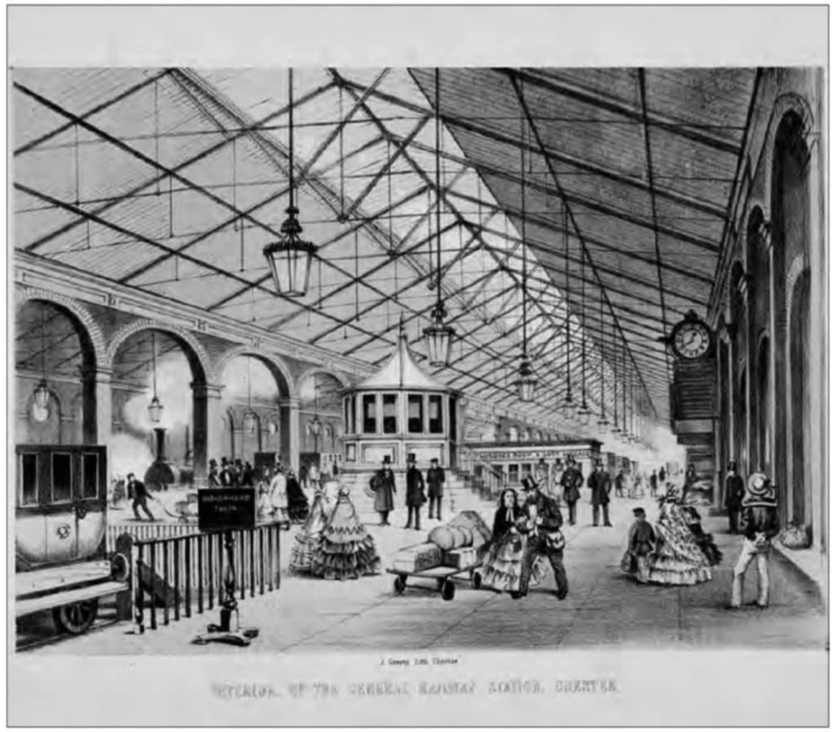
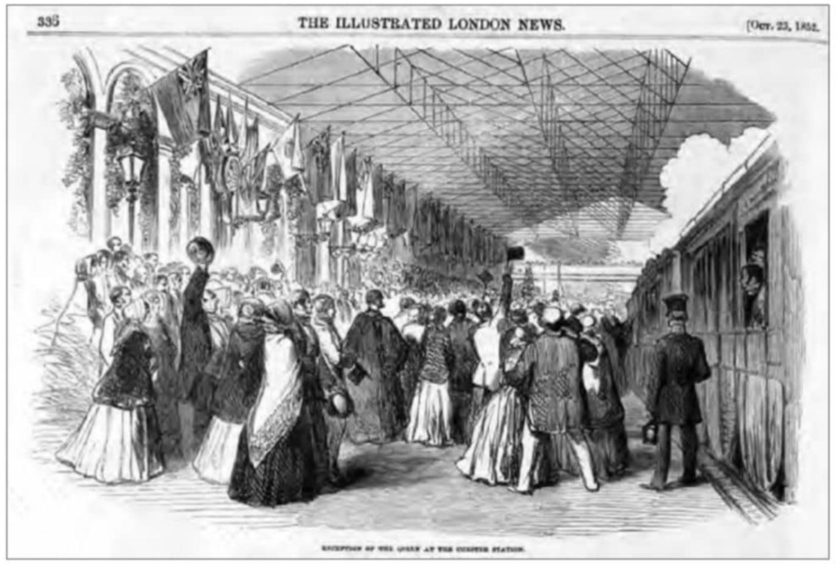
THE ILLUSTRATED LONDON NEWS.
[AUGUST 19, 1848.
THE CHESTER AND HOLYHEAD RAILWAY.
THE GENERAL STATION, AT CHESTER.


INTERIOR OF THE GENERAL RAILWAY STATION, CHESTER.

***Top.* Electric train at Altrincham station, c.1930s.**

***Middle*. Chester General station, 1848 (*Illustrated London News*, 19th August 1848).**

***Bottom.* Interior of Chester General, a joint station opened in 1848 by the Chester and Birkenhead, Grand Junction (formerly Chester and Crewe), Shrewsbury and Chester, and Chester and Holyhead Railways, c.1864 (from *Gresty's Illustrated Chester*, 1865).**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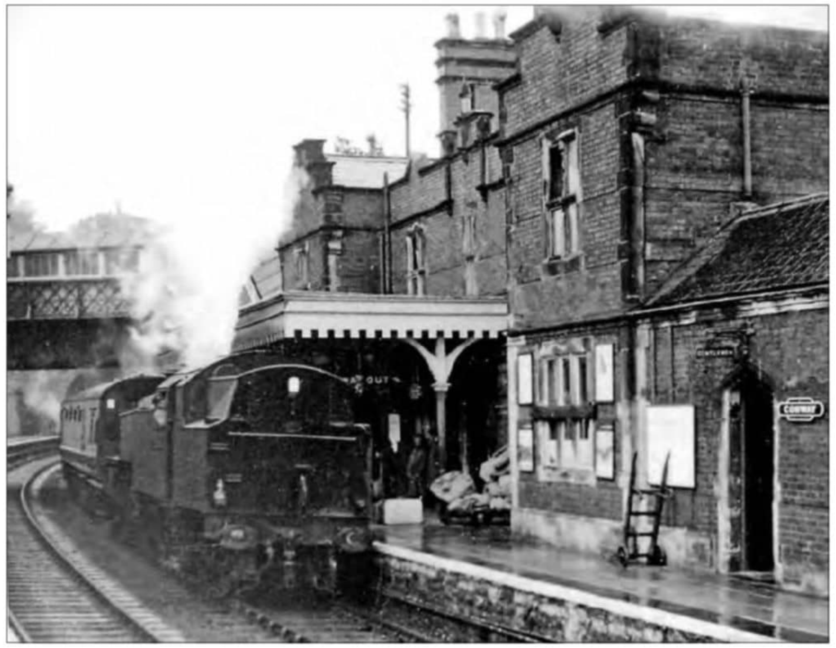
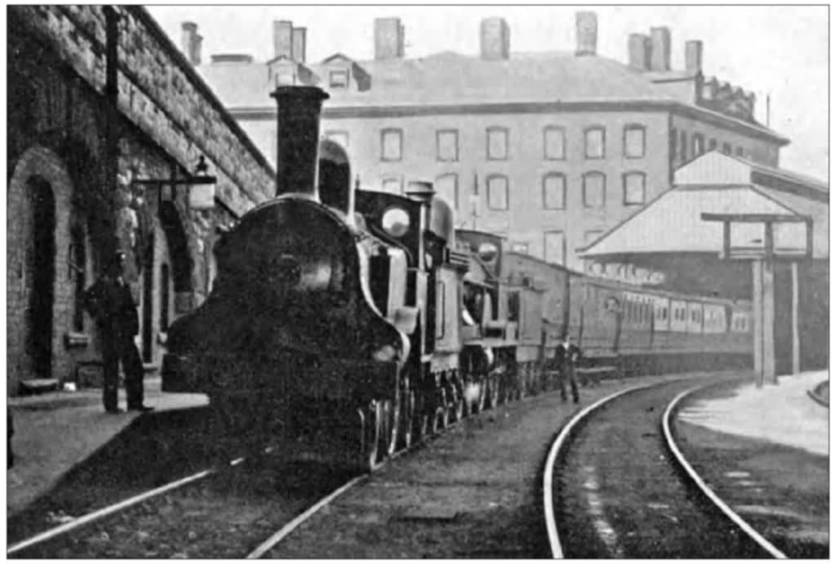
THE ILLUSTRATED LONDON NEWS.
[OCT. 23, 1852.
RECEPTION OF THE QUEEN AT THE CHESTER STATION.



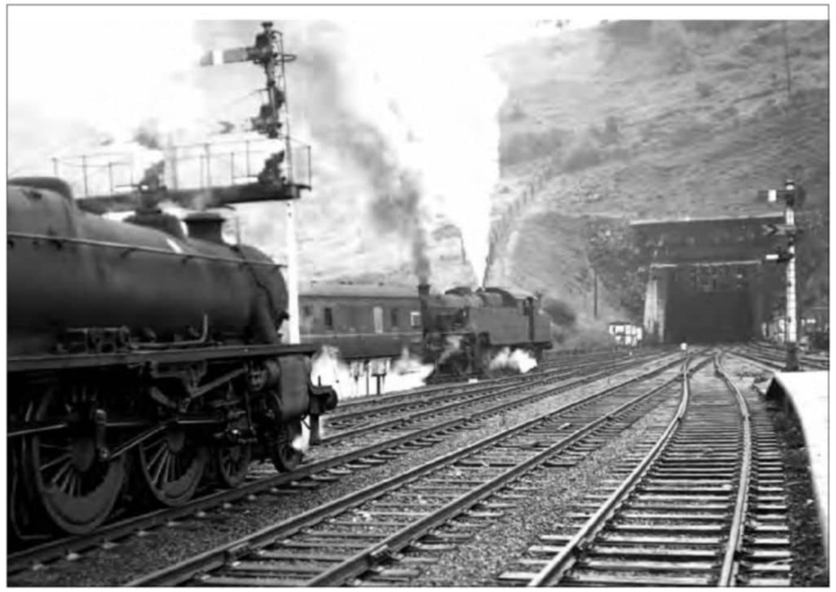
***Top.* Queen Victoria at Chester station, 1852 (*Illustrated London News*, 23rd October 1952).**

Middle*. Colwyn Bay station, 24th June 1986, view towards Llandudno, Bangor and Holyhead. *(Ben Brooksbank)

Bottom.* Conway station with Up train, 7th September 1962. View west towards Bangor and Holyhead. The 'Snowdonian' tourist train, which ran in the summer from Llanberis (otherwise closed to passengers), Bangor, Rhyl and back is headed by bunker-first Stanier 4MT 2-6-4T No.42487. Conwy Castle is immediately up to the right. *(Ben Brooksbank)



The Irish Boat Train at Holyhead station, 1904. (*The Locomotive Magazine*)



Bangor station, view east towards Llandudno Junction, 31st July 1964. Unfortunately neither of these locomotives can be identified. The Black 5 is signal checked on the Up through road while a Fairburn 2-6-4T is performing shunting duties. Bangor had an allocation of seven or eight Fairburn 2-6-4Ts on its books in August 1964. *(Verdun Wake)*

GIFTS TOYS SOUVENIRS
LLANFAIRPWLLGWYNGYLLGOGERYCHWYRNDROBWLLLLANTYSILIOGOGOGOCH

Llanfairpwll station, 1980. *(Helmut Zosmann)*

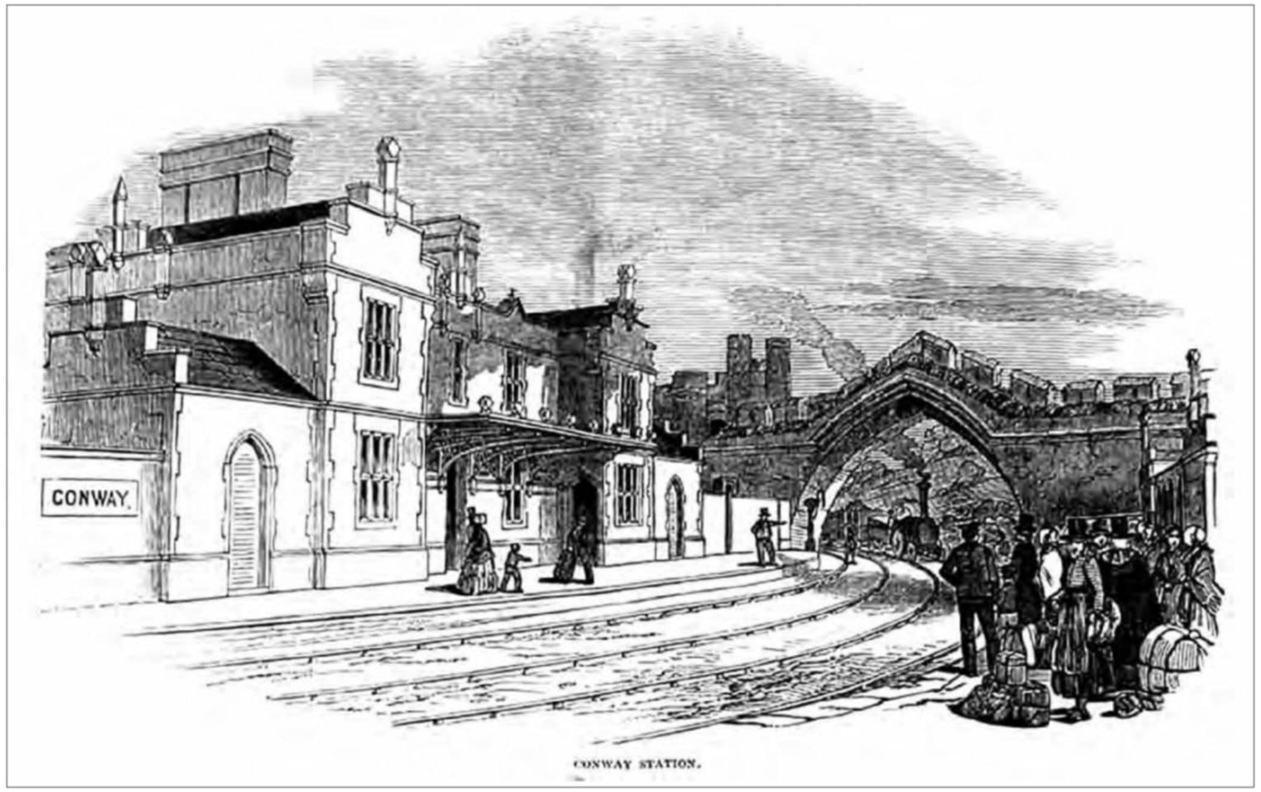
moving eastbound Irish Mail from Holyhead hauled by LMS Rebuilt Royal Scot Class 4-6-0 No. 46119 *Lancashire Fusilier*. Llanfairfechan fails to elicit a mention although the station had opened in 1860. The train's entry into the Bangor tunnel tells me what is coming next though. Bradshaw gives me the lowdown on Bangor hotels although he atypically goes overboard on the proprietors here; rest assured that Miss Roberts, W. Dew and Charles Bicknell all seem to be doing a splendid job. With a population of 6,738 (about 17,000 today), Bangor is 'a cathedral town and bathing place … and only 2¼ miles from the Britannia Bridge' although Bradshaw does miss the essential titbit that it's actually Wales' oldest city although he does mention that it was 'originally founded by St. Deiniol as early as 550, whence Bangor claims to be the oldest diocese in Wales', which I guess amounts to the same thing. Bangor station is an 1848 opening. Upon leaving Bangor we enter Belmont Tunnel, emerging to 'see the Menai Straits, with its accompaniments, Telford's Suspension Bridge and the Britannia Tubular Bridge'. It's the latter that takes the Chester-Holyhead Railway across to Anglesey. Bradshaw chucks the stats at me: '104 feet above the water, 1,513 feet long, 14 feet wide (enough for two lines of railway), 26 feet high in the middle, and 19 feet at the sides, with a total weight of 11,400 tons' etc.

Llanfairpwll

'The train enters thence into the Island of Anglesea (sic)', one that is '24 miles long and 17 broad, containing 4 market towns and 74 parishes; square miles 402; population 49,000' (about 70,000 today). My guide mentions the station of Llanfair and nought else. Opened in 1848, it was closed in 1966 but reopened indecisively in the early-1970s. Llanfairpwll today, or that ridiculously long name to anyone enamoured of tourist contrivances, it's a photo opportunity for anyone wanting to avail themselves of a Victorian gimmick, which I believe was first trotted out in 1869, so half-a-dozen years after my Bradshaw. If it had made the deadline for the handbook, I doubt Bradshaw would have been overly impressed so probably would have omitted all mention of it. There are mentions for Bodorgan and Valley stations (both 1849) but Bradshaw is now hurrying us along to Holyhead.

On to Holyhead

Population 6,193 (over 12,000 today), Holyhead has two recommended hostelries, the Castle and the Royal, which had been acquired by the Chester and Holyhead Railway in 1850, but was later replaced by the Station Hotel, erected by the LNWR. The Castle Hotel meanwhile hosted Princess Victoria in 1832 and her third son Prince Arthur dined here in 1863 whilst in 1848 George and Robert Stephenson were guests of honour at a banquet to mark completion of that tubular bridge at Conway. The station was opened in 1848 and resited a couple of times (1851 and 1866) and like the rest of Holyhead is on Holy Island, separated from Anglesey Island by the Cymyran Strait.



Conway station on opening, 1848 – lithograph published in the *Illustrated London News* on the occasion of the opening of the Chester to Holyhead Railway to Bangor. A Down (westbound) service can be seen entering the station.

Bradshaw has little to say about Holyhead, save for a visit by George IV in 1821 (on his way to Ireland); 'its port, however, deserves particular attention … as the shortest and most direct route from London to Dublin, the passage via Holyhead has always engaged the attention of Government … a sea passage of four hours and a half (the 64 miles intervening) lands them in safety in Ireland'.

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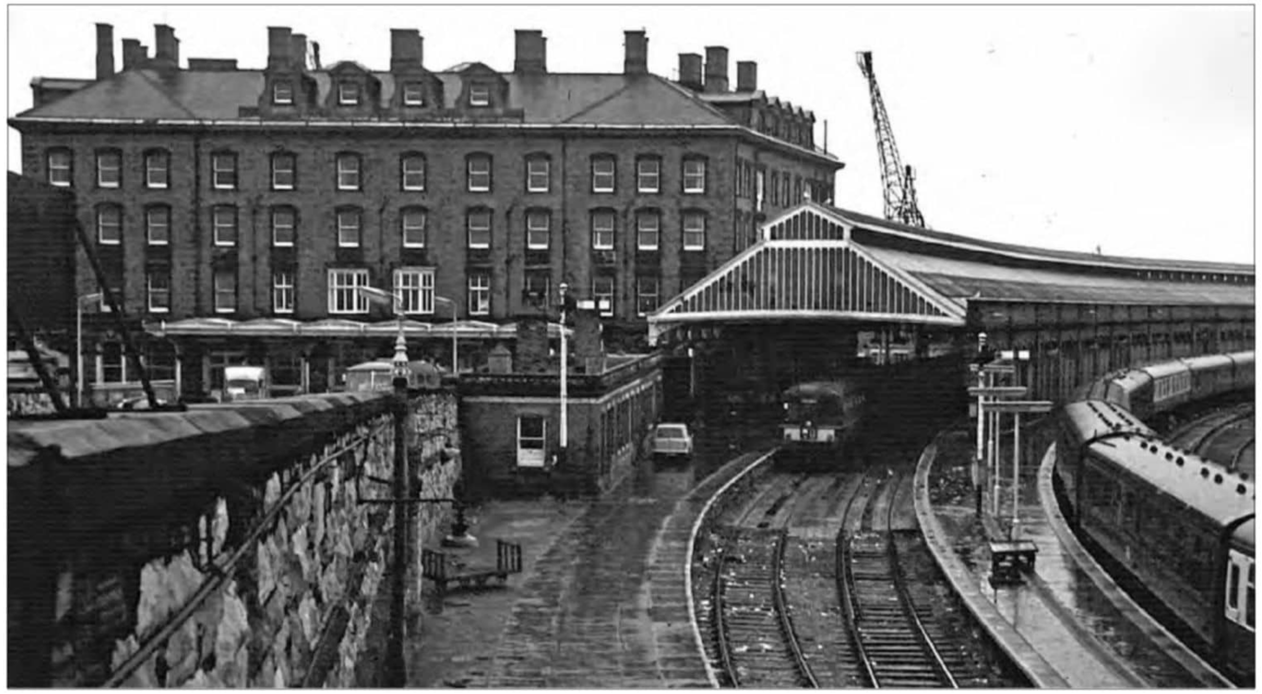
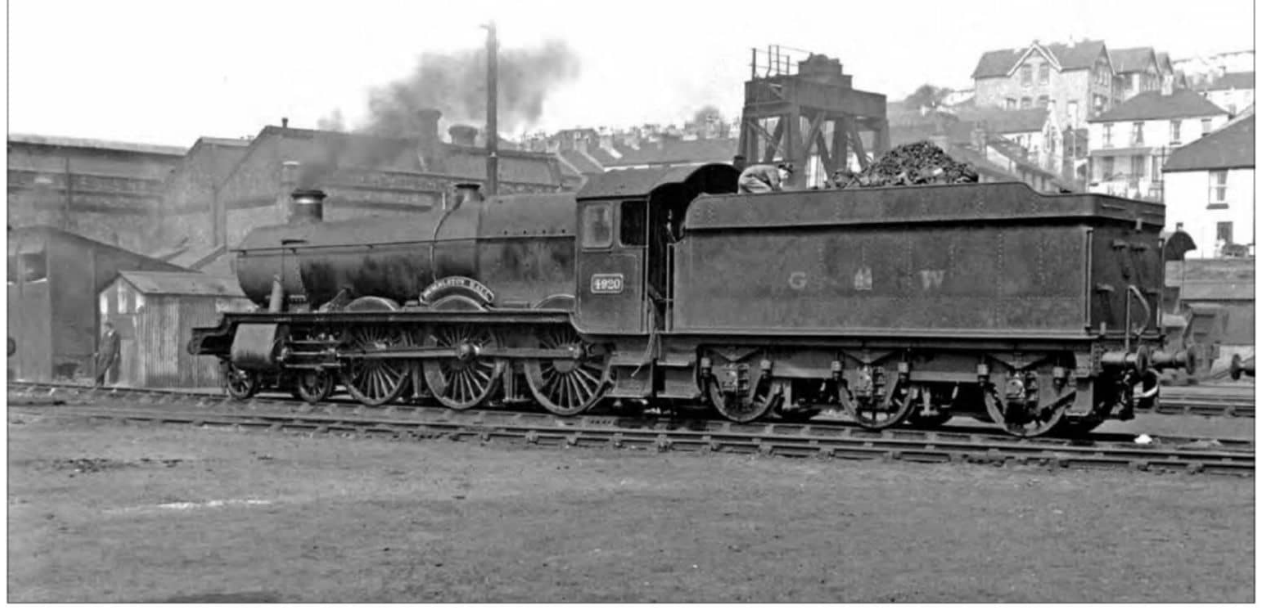


Holyhead station under BR, September 1967. *(Geoffrey Skelsey)*

The Rise and Fall of Dumbleton Hall

By Peter Kerslake



Looking to have been given attention by its Taunton cleaners despite its paintwork having seen better days, *4920 Dumbleton Hall* is recorded here by myself at Laira depot on 22nd April 1956, then in its third year housed at Taunton MPD and just three months before undergoing a 54-day overhaul at its home workshops. For some reason, Taunton-based *Halls* were sometimes rostered by the Laira Running Foreman as pilot engines to double-headed express passenger services over the South Devon gradients between Plymouth and Newton Abbot during the fifties - possibly a means of returning them home after an earlier unbalanced working down to Plymouth. *4920* remained at Taunton until late December 1958 when it moved to Newton Abbot, thence to Laira in April 1960. The tender still bears the *GWR* legend and crest, with the fireman dealing with a full load of newly-filled coal ready for their next run back home to Taunton. *(P. Kerslake)*

Upon the retirement in 1921 of Mr G. J. Churchward from his post as Chief Mechanical Engineer of the Great Western Railway, it fell to his successor Mr C. B. Collett to satisfy the needs of the Company's Running Department for a mixed traffic locomotive capable of fulfilling a wide range of duties throughout its network. His design was required to incorporate a four-wheel leading bogie together with a 4-6-0 wheel arrangement, using Swindon's number one boiler.

Rather than base his design on an enlarged version of his predecessor's highly acclaimed *Mogul* class, Mr Collett opted for a larger locomotive to meet such requirements and looked to the successful *Saint* class as the basis for his task. Accordingly, in 1924, he ordered that the 1907-built *2925 Saint Martin* be rebuilt at Swindon as a prototype. The engine, in its new form, was subject to a three-year evaluation before an initial order of what were to become his *Hall* class was approved by those in higher authority. The first of the new class, *4001 Adderley Hall*, entered service in December 1928, with *Saint Martin* remaining in traffic but now renumbered *4900*.

Constructed at Swindon in March 1929, the twentieth member of the new class, *4920 Dumbleton Hall*, must have been a good one, for fate decreed that it would survive for thirty-six years. When withdrawn in late 1965, it was the oldest member of the class still in service.

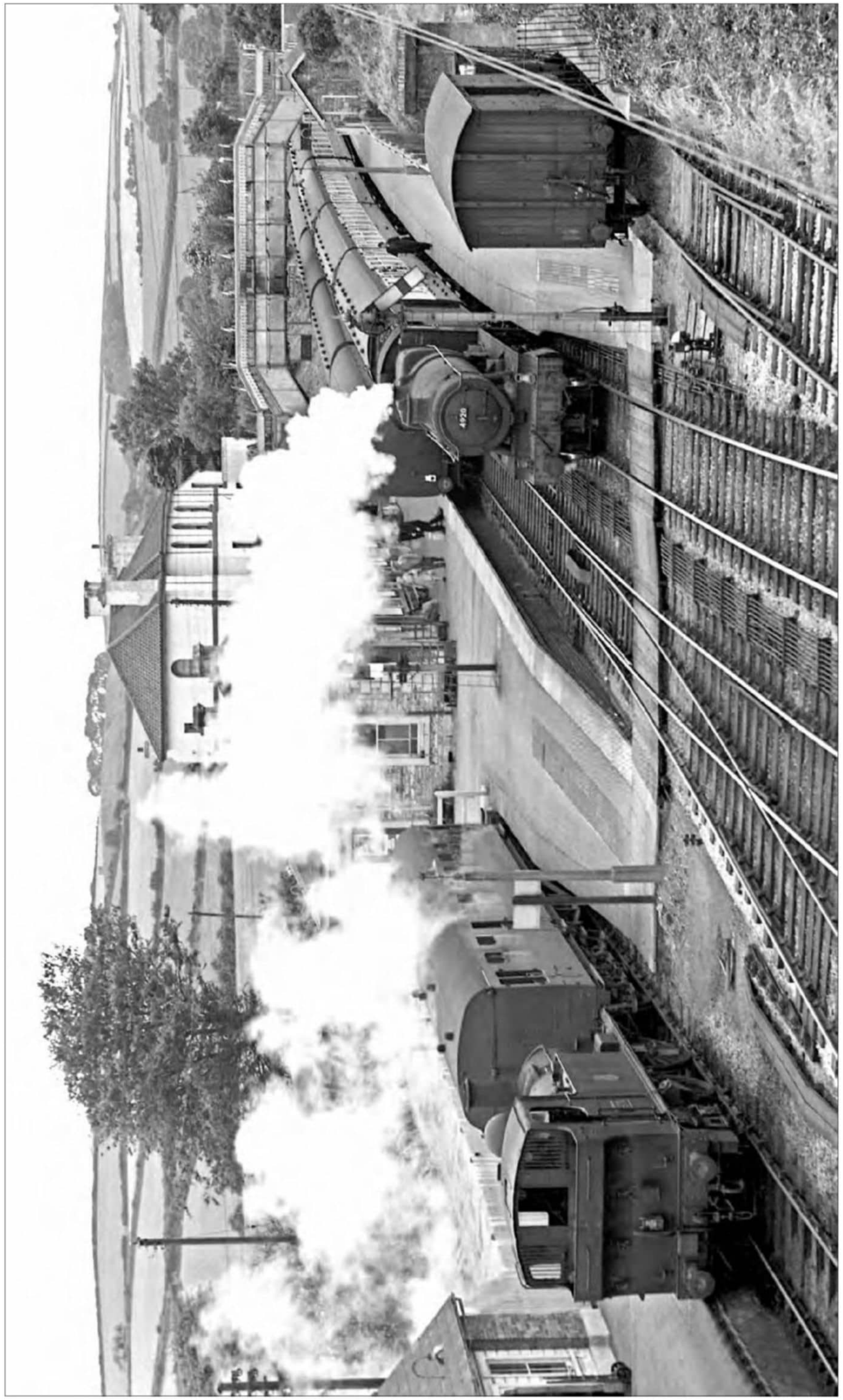
As would be expected, *4920* saw service from a variety of Motive Power Depots during its long lifetime, initially being allocated from new to Old Oak Common, where it remained until moving three years later to Carmarthen and thence in turn to Truro, Oxley, Oxford, Cardiff Canton, Reading, Taunton, Newton Abbot and Laira, before finally ending its days housed at Bristol's Midland Region Barrow Road Depot. It was moved there after its home at the nearby Western Region St Philip's Marsh closed in June 1964.

Following withdrawal from service in December 1965, *Dumbleton Hall* languished in the open at Woodham's Yards at Barry, exposed to the worst of the Welsh winter elements before finally being rescued in 1974 by the *Dumbleton Hall Preservation Society*. Funds for its purchase were in part raised by the sale of prints of a splendid painting by renowned West Country artist Don Breckon, depicting the engine leaving Kingswear.

Lengthy restoration began in June 1976 at Devon's Dart Valley Railway at Buckfastleigh, before *4920* returned to steam in June 1992 on the heritage line between Paignton and Kingswear. Subsequent visits were made to other heritage lines, and upon the expiration of *4920's* boiler certificate in 1999, the engine returned to Buckfastleigh to join others in the line awaiting restoration.

Good fortune enabled me to record *4920* on film on three occasions during its working lifetime. My first photograph shows it at Plymouth's Laira Depot on 22nd April 1956, then in its third year allocated to Taunton Depot. The engine looked well cared for and was coupled to a tender still bearing its GWR legend and crest, well filled on Laira's coaling line, with its fireman sorting the good from the bad in readiness for its next call to duty. My photograph was taken just three months before the engine underwent a major 54-day overhaul at Taunton's own workshops.

My records indicate that a number of Taunton-based *Halls* often supplemented the usual Laira and Newton Abbot locomotives on piloting duties over the South Devon banks. They were often rostered by Laira's Running Foreman as pilot engines to eastbound double-headed passenger workings during the fifties. Whether they assisted just as far as Newton



A fine view of Churston station in the 1950s, and *Dumbleton Hall*, with a good head of steam, has been given a cleared signal ready to head back to Newton Abbot with an express from Kingswear. Either its driver or fireman is heading up the platform, though he does not look to be in any hurry. A *1400* is in the bay platform used by branch line services for the run down to Brixham. This is probably a late 1950s portrait, and *4920* would be no stranger to the Kingswear line, housed as it was from December 1958 at Newton Abbot depot before moving down to Laira in April 1960. *(Rail-OnLine)*

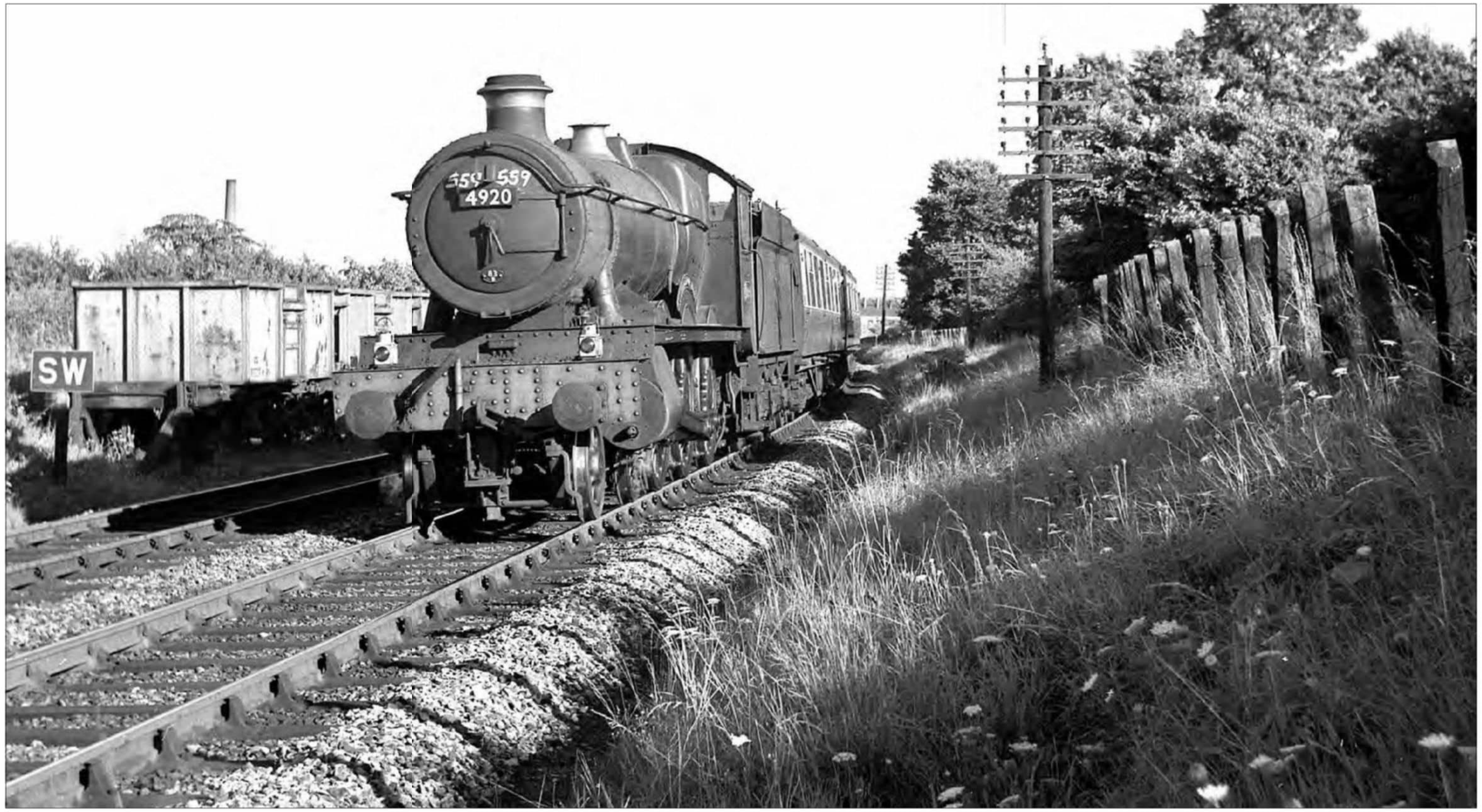
Abbot, which was the custom, or whether they ran right back home to Taunton is unclear. My portrait of *4920* on such a duty on an unknown date is one of my better efforts.

Many years later, at Gloucester on 4th January 1965, our paths crossed again. *4920* was nearing the end of its days and clearly in a sad external condition, although at some stage it appears that attempts had been made by some kind soul to repaint the smokebox door number plate and brackets.

Following *4920*'s lengthy 1956 overhaul at Taunton, the engine was subject to a month-long Heavy General overhaul at Swindon Works in early 1957, a 50-day Heavy Intermediate overhaul at Swindon in September 1959, and an even longer 67-day Heavy General overhaul again at Swindon in early 1962. This was destined to be its final visit to Swindon Works, with *4920* turned out in new colours in true Swindon fashion. In what was destined to be *Dumbleton Hall*'s penultimate year in service in 1964, the engine received its final month-long overhaul, this time at Worcester Works, which was still in operation even at this late date.

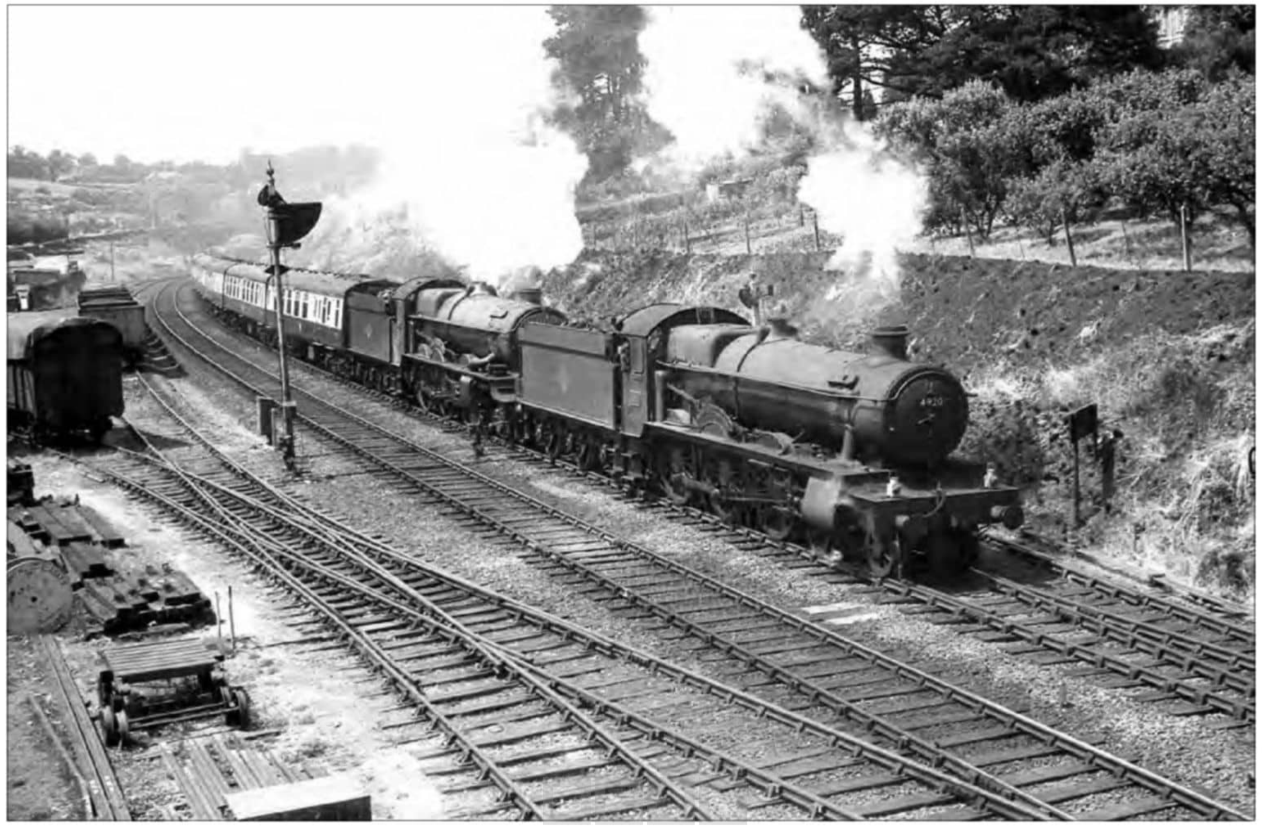
The final chapter of my account of *Dumbleton Hall* is sadly an unhappy one. Following its lengthy spell back at Buckfastleigh, the proposed restoration failed to come about. The engine instead received a cosmetic makeover at Carnforth before heading for the Warner Studios *Harry Potter* exhibition in Tokyo, where it remains today.

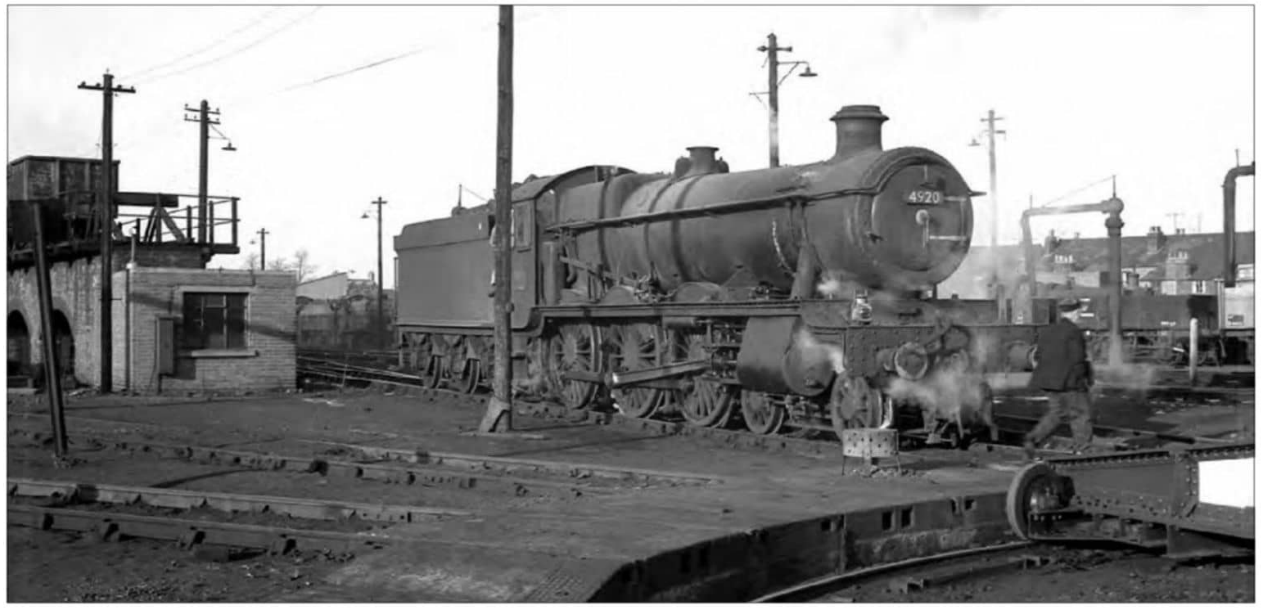
So there we are. After a lengthy and memorable 36 years of service, poor old *4920* would seem to be lost forever from these shores. But who knows - perhaps, and hopefully, we may see the old girl back again where she rightly belongs, as stranger things have happened.



Top right*. No sign of any steam here as *Dumbleton Hall* drifts through the outskirts of Stratford-on-Avon, the date recorded as 16th August 1958 when *4920* was still based at Taunton depot. The chalked *559* reporting numbers would almost certainly relate to a working starting from Minehead, and *4920* has almost certainly taken this duty forward from its home at Taunton, from where it would have relieved the lighter engine from Minehead, with *4920* most likely running through to Birmingham Snow Hill. *(Rail-OnLine)

Below*. One of my better efforts here, as Taunton's *4920* assists an unidentified *King* on the Paddington-bound *Cornish Riviera*, the date being sometime in the late 1950s. Both engines had come on to this working at Plymouth North Road. *4920* will be assisting over Hemerdon and Dainton banks just as far as Newton Abbot, where a stop will be made outside the station. The *Riviera* was not booked to stop at Newton Abbot or Taunton, but something has clearly gone wrong, as it is just restarting after an unscheduled halt here - right at the bottom of Hemerdon bank and the approach to Plympton station, probably due to a freight ahead struggling to the summit of Hemerdon. *(P. Kerslake / Rail-OnLine)

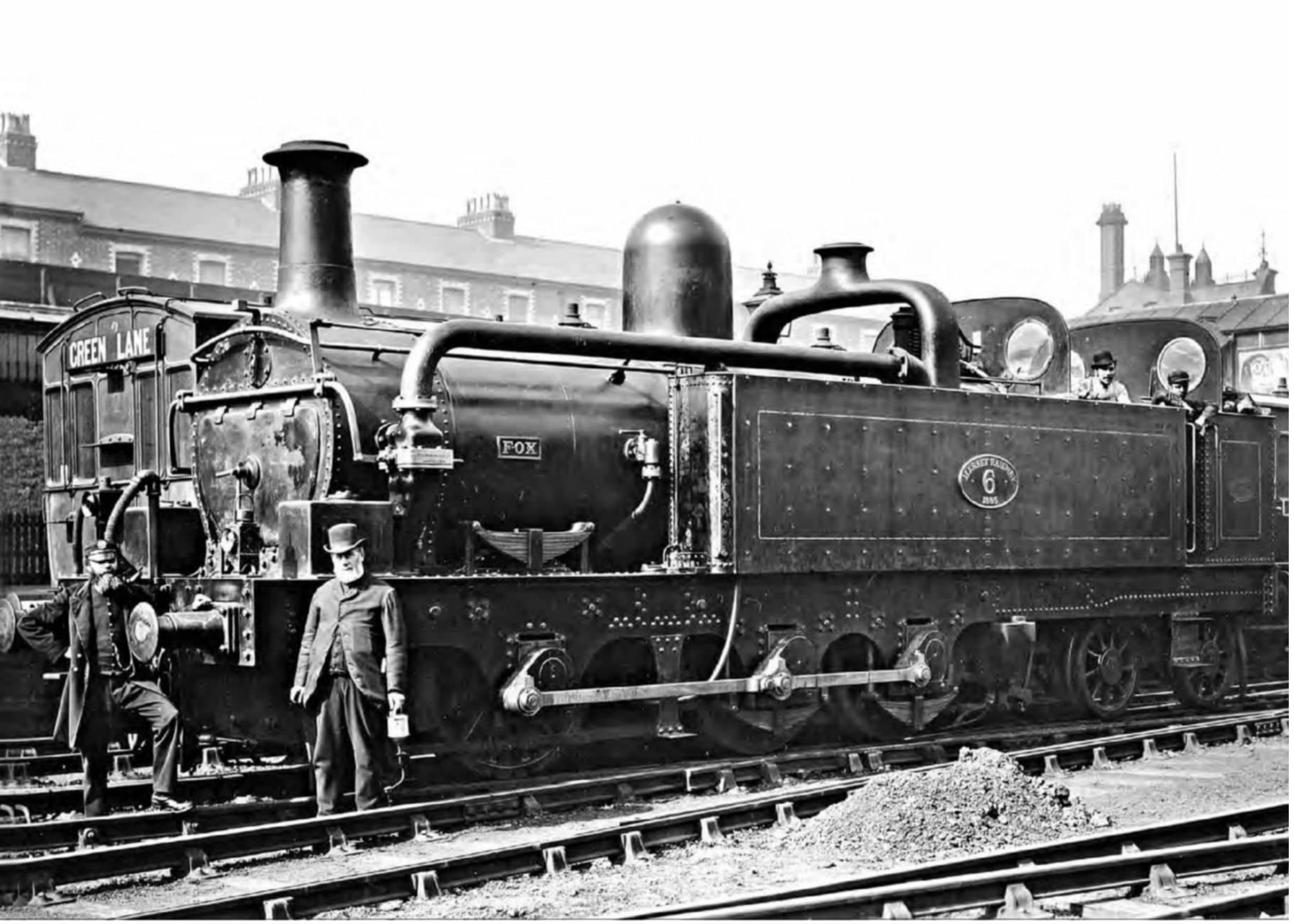




My photograph of *4920* here at Gloucester Horton Road depot dates from 4th January 1965, when the engine was based at Bristol's Midland Region Depot at Barrow Road, its former home at St Philip's Marsh having closed in June 1964. At that time, Barrow Road was suffering from severe staff shortages, coupled with having inherited Bristol's St Philip's Marsh and Bath Road locomotives from the Western Region. Maintenance was limited to essential tasks only, with any hopes of turning out a well-cleaned engine out of the question. *4920* looks in a sorry state here, although despite having lost its nameplates, the cabside and front number plates are still intact, and some brave soul seems to have had a go at painting the front end. A final month-long overhaul at Worcester Works in May 1964 had kept *4920* on the road until its inevitable withdrawal in late 1965 - the final year for Western Region steam workings. *(P. Kerslake / Rail-OnLine)*

Mersey Railway No.6

By Nick Deacon



This magnificent confection of pipes, outside frames and other embellishments is *Fox*, an inside-cylinder 0-6-4T delivered to the Mersey Railway by Beyer Peacock & Co in time for the public opening of the line under the river on 1st February 1886. The undated photograph, with crew and staff waiting indulgently for the photographer to ready himself for the shot, may have been taken at the loco yard at Birkenhead Central, which had the houses of Argyle Street South forming its backdrop. No.6 was one of eight of the type ordered from Beyers (a ninth was delivered six months later) and was designed by Hermann Ludwig Lange of Beyers, who had previously designed the first condensing steam locomotives in 1864 for the Metropolitan Railway. In addition to the condensing gear, the locos had steam and vacuum brakes, plus steam reversing gear, and weighed in at almost 68 tons. Designated Class I by the Mersey Railway, the locos had 4ft 7in coupled driving wheels, large 21 x 26in cylinders, and with a tractive effort of just over 30,000lbs, packed a beefy power ratio to enable them to lift trains up the 1 in 27 and 1 in 30 gradients at each end of the tunnel. The line ran from Green Lane in Birkenhead to James Street station in Liverpool and was later (in 1888) extended to Birkenhead Park station to connect with the Wirral Railway. In 1891 it was extended to Rock Ferry station on the Birkenhead Railway, and in 1892 an extension of the tunnel from James Street to Liverpool Central was completed. Although for the first few years the service was extremely popular, increasing pollution in the tunnels proved too much for the forced ventilation system, and passengers began reverting to their old habit of using the river ferries - so much so that by 1900 the company was on the brink of extinction, only avoided by the adoption of electric traction from 1903. The last steam-hauled trains ran on Saturday 2nd May, and the electric current was switched on later the same day. A total of eighteen locos (the other types included outside-cylinder and inside-framed 2-6-2Ts) and ninety-six assorted carriages were put up for auction, but it was not until 1908 that the last of the locos was sold. No.6 was one of a batch of three 0-6-4Ts purchased by the Alexandra Docks & Railway Co. of Newport, South Wales in January 1905. From May 1906, all three were put to work on Pontypridd coal traffic and proved very satisfactory, especially following the removal of the superfluous condensing gear - which increased water capacity - and the fitting of a conventional cab with a roof. Renumbered to AD&R No.22 (and losing its name in the process), our No.6 was allocated GWR No.1344 in 1923 but was withdrawn early that year without being renumbered. However, its boiler was reconditioned and given to ex-Mersey Railway No.2 (*The Earl of Chester*), which had become AD&R No.24 and GWR No.1346. With this boiler, it ran until withdrawn in July 1927. *(Courtesy: ETH Zurich)*

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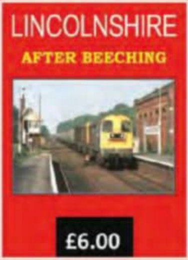
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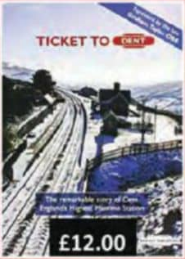
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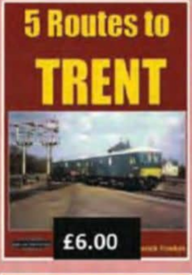
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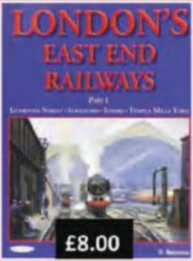
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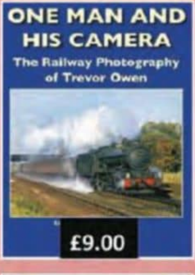
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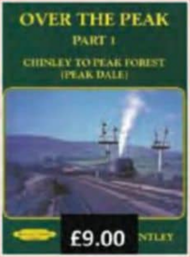
OVER THE PEAK
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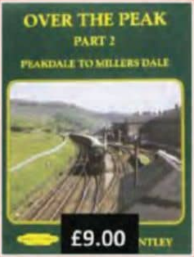
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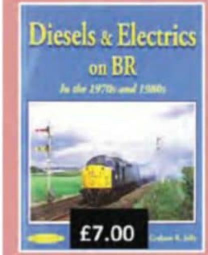
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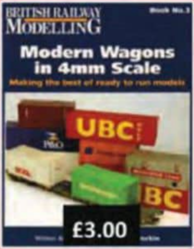
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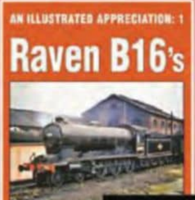
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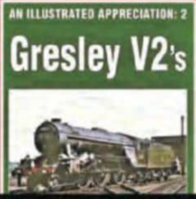
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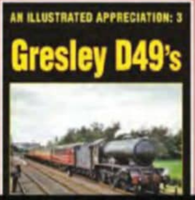
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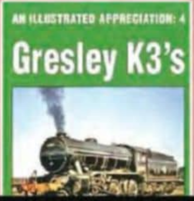
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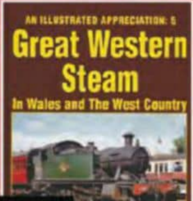
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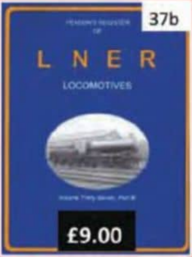
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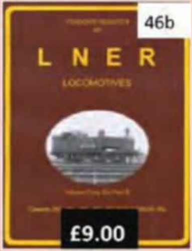
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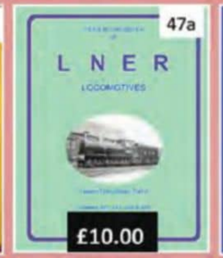
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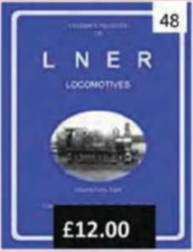
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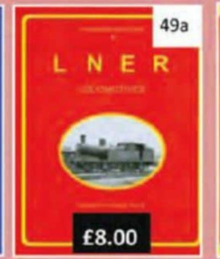
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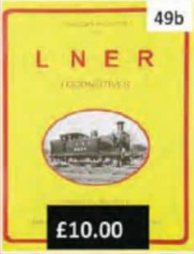
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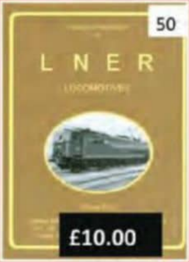
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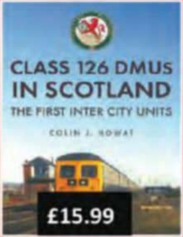
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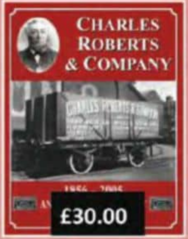
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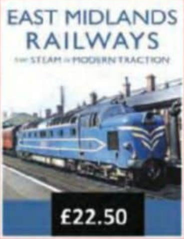
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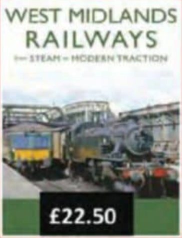
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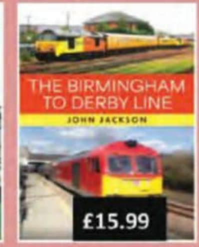
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